

**CITY OF BANNING  
PLANNING DIVISION  
INITIAL STUDY**

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City of Banning

Planning Division  
Initial Study

DJL Properties, LLC  
Zoning Change; New Construction

**Project Description and Location:**

This project proposes to change the zoning from General Commercial to Business Park and to construct a 146,890 square foot industrial/warehouse as an expansion of the existing businesses at 1879 W. Lincoln Street. This project includes the parcels: 538-230-014; 538-220-002; 538-220-003; 538-220-004; 540-180-041; 540-180-042; 540-180-043; 540-180-044; 540-180-045.

**UPDATE: January 2019**

**Prepared by:**

Environmental Regulatory Compliance, LLC, 1145 E. Orange Show Rd., Unit K, San Bernardino, CA 92408  
Wade Riddering, President, REPA, CPESC

**Prepared for:**

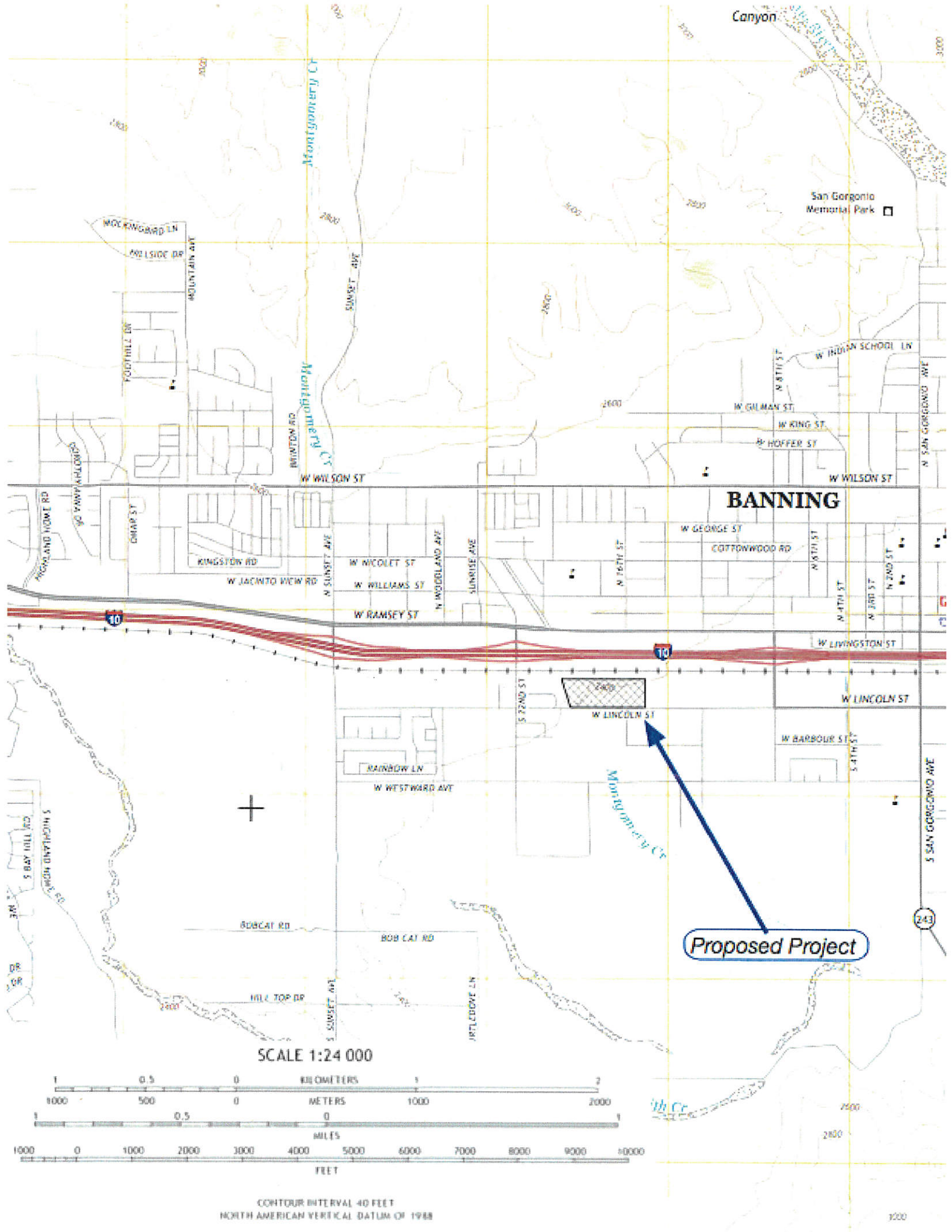
City of Banning  
Community Development Department, Planning Division  
and  
DJL Properties, LLC  
2034 North Peck Road  
South El Monte, CA 91733

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Reviewed by:

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1. **Project Title:** DJL Properties, LLC, Zoning Change and new construction
2. **Lead agency name and address:** City of Banning, Community Development Department  
99 E. Ramsey Street, Banning, CA 92220
3. **Contact person and phone number:** Patty Nevins, Community Development Director  
(951) 922-3160
4. **Project location:** Mailing Address is 1879 W. Lincoln Street, Banning, CA 92220, for parcel numbers  
538-230-014; 538-220-002; 538-220-003; 538-220-004; 540-180-041; 540-180-042; 540-180-043;  
540-180-044; 540-180-045
5. **Project sponsor's name and address:** Jose Jacquez; DJL Properties, LLC  
2034 North Peck Road, South El Monte, CA 91733
6. **General plan designation:** The current land use designation of the project site is General Commercial
7. **Zoning:** Same as the General Plan, General Commercial
8. **Description of project:** One phase of the project consists of changing the zoning of the parcels listed above from General Commercial to Business Park, to be consistent with the historical and current use of industrial and manufacturing. Historically there has been door and window manufacturing onsite approved by the City of Banning Planning Department. The current use is a retail business, The Rowdy Rose; general warehousing; and Lawrence Equipment, Inc. which is a manufacturer of bakery equipment.  
  
The zone change is consistent with the current and historic use of the project site, and is also consistent with the surrounding zoning and uses. The mixed use of commercial, industrial, business park is generally used as a buffer to residential areas. The proposed project is such a buffer between the residential uses south of Lincoln Street and the railroad and Interstate 10 to the North of the proposed project.  
  
To the East of the proposed project is one parcel of General Commercial, currently used for cattle grazing, and further east are several industrial parcels and another General Commercial that abuts Eighth Street.  
  
Directly south of the new construction proposed in the project are parcels zoned Business Park and extend East to Eighth Street south of Lincoln Avenue.  
  
Directly south of the central part of the proposed project is six parcels zoned Very Low Density Residential.  
  
To the west of the proposed project to 22nd Street and north of Lincoln Avenue the parcels are zoned General Commercial and Low Density Residential. And Low Density Residential south of Lincoln Street.  
  
The second phase of the project the applicant proposes to construct an industrial warehousing building on parcels 540-180-041; 540-180-042; 540-180-043; 540-180-044; 540-180-045. This will allow the applicant to expand their manufacturing ability and to hire additional employees.



Canyon

San Geronimo Memorial Park

**BANNING**

**Proposed Project**

SCALE 1:24 000

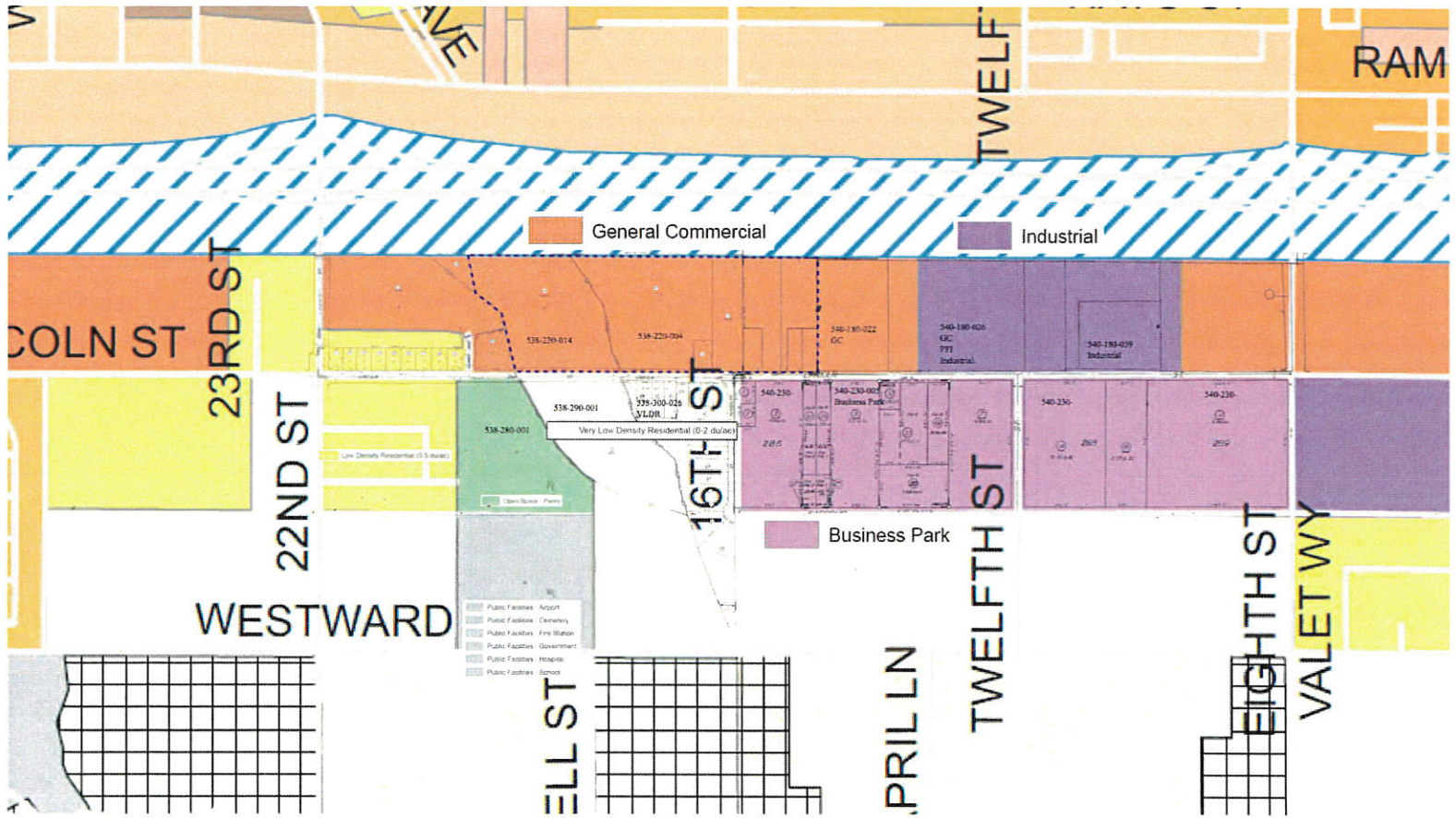
CONTOUR INTERVAL 40 FEET  
NORTH AMERICAN VERTICAL DATUM OF 1988

3000



CURRENT ZONING MAP

PROJECT SITE

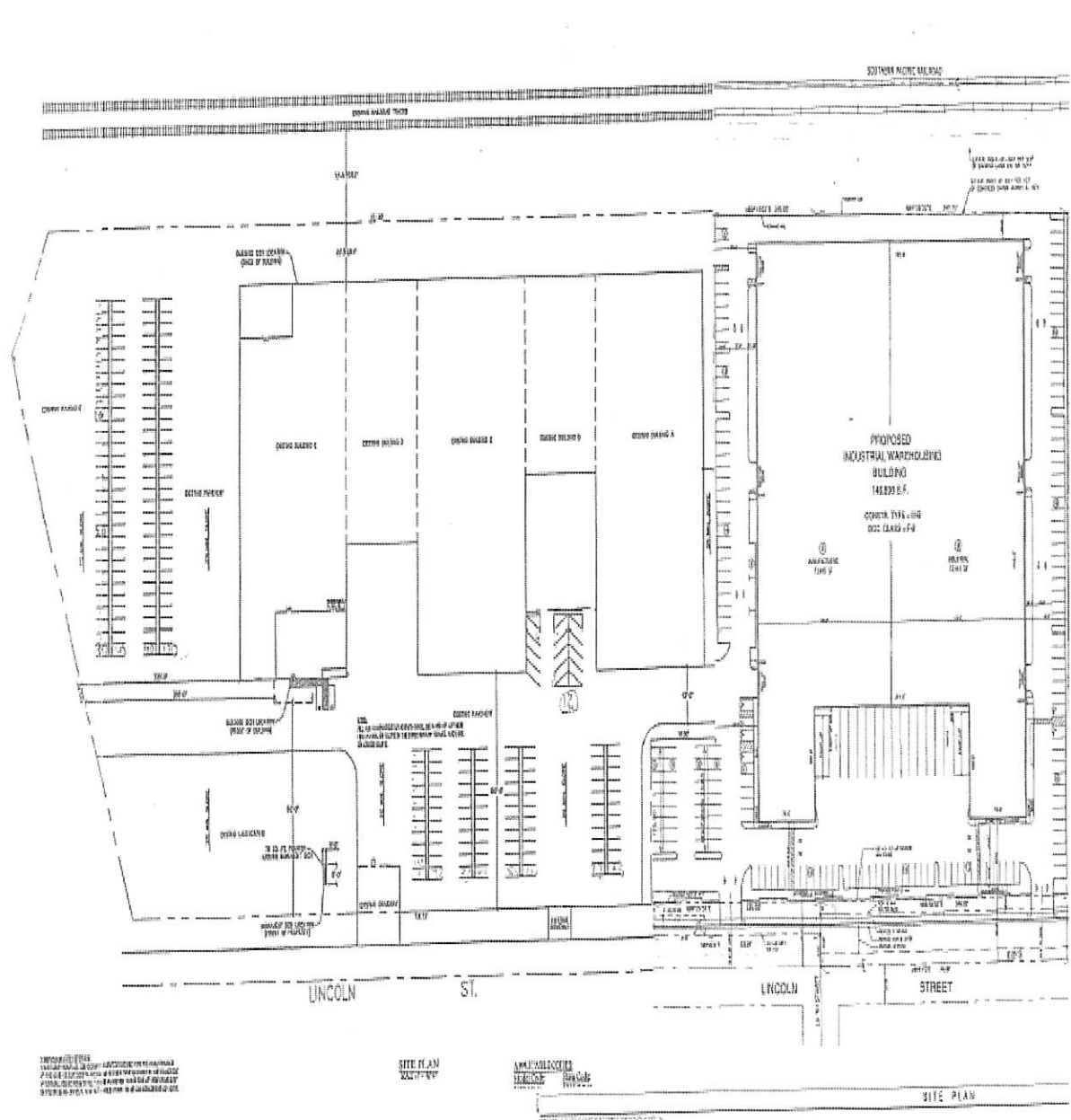




Future Construction



Figure 3 - Site Plan



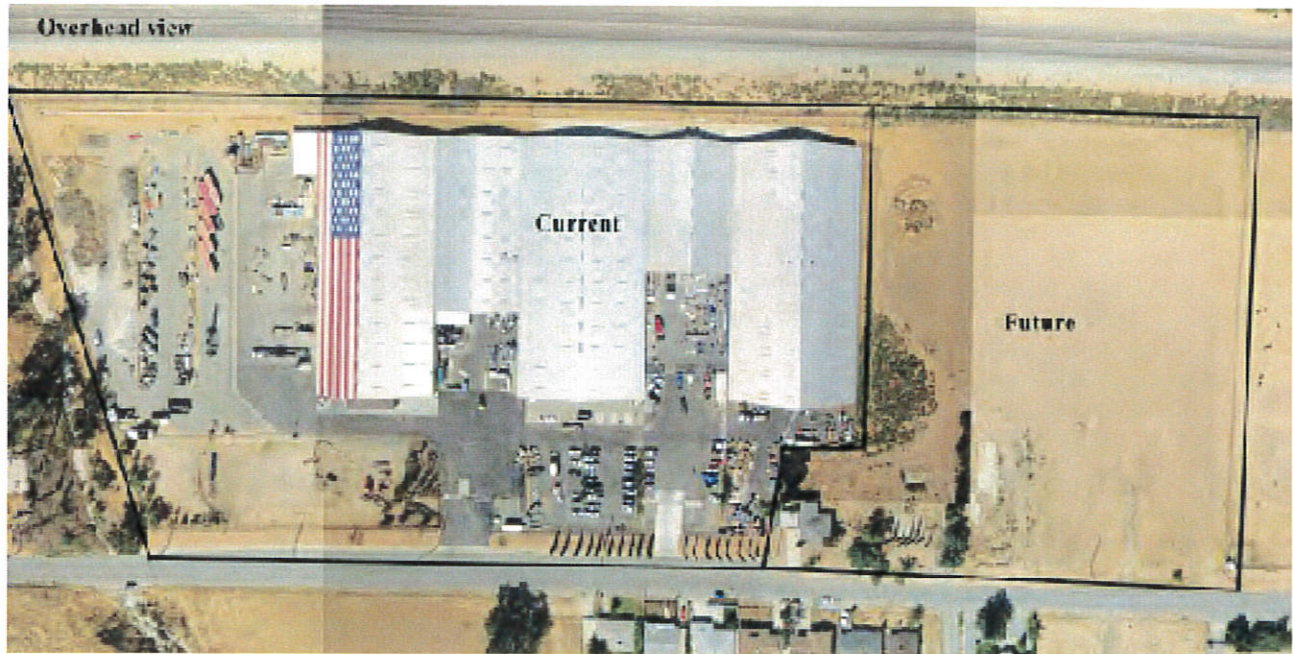


Future Construction Elevations





Aerial View





View from the South





View from the North



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View from the East





View from the West





9. **Surrounding land uses and setting: Briefly describe the project's surroundings:**

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South, Very Low Density Residential, Business Park and vacant land;

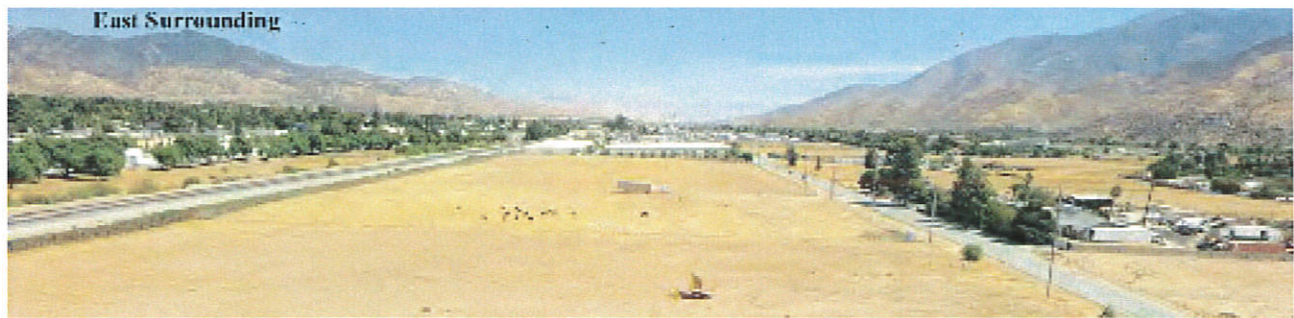




West, General Commercial, Low Density Residential and vacant land;



East, Vacant Land General Commercial, Industrial;





North, Santa Fe Pacific Railway, then Interstate 10 and Commercial beyond.

North West Surrounding



North Surrounding



North East Surrounding





**10. Other public agencies whose approval is required (e.g., permits, financing approval, or participation agreement.)**

1. Colorado River Basin Regional Water Quality Control Board, Stormwater Pollution Protection Plan
  2. City of Banning, Business Registration
  3. City of Banning, Building & Safety
  4. City of Banning, Fire Protection
  5. City of Banning, Planning Department
  6. Riverside County Health, Hazardous Materials Business Emergency Plan
  7. Riverside County Fire, Hazardous Waste Generator Permit
  8. Riverside County Fire, Hazardous Materials Permit
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ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

- |  |   |   |
|--|---|---|
| <input checked="" type="checkbox"/> Aesthetics             | <input type="checkbox"/> Agriculture and Forestry Resources | <input type="checkbox"/> Air Quality                        |
| <input type="checkbox"/> Biological Resources              | <input checked="" type="checkbox"/> Cultural Resources      | <input type="checkbox"/> Geology/Soils                      |
| <input type="checkbox"/> Greenhouse Gas Emissions          | <input type="checkbox"/> Hazards & Hazardous Materials      | <input type="checkbox"/> Hydrology/Water Quality            |
| <input type="checkbox"/> Land Use/Planning                 | <input type="checkbox"/> Mineral Resources                  | <input checked="" type="checkbox"/> Noise                   |
| <input type="checkbox"/> Population/Housing                | <input type="checkbox"/> Public Services                    | <input type="checkbox"/> Recreation                         |
| <input checked="" type="checkbox"/> Transportation/Traffic | <input type="checkbox"/> Utilities/Service Systems          | <input type="checkbox"/> Mandatory Findings of Significance |

DETERMINATION: (To be completed by the Lead Agency)

On the basis of this initial evaluation:

- ☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- ☒ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- ☐ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- ☐ I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- ☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Signature

Date

Signature

Date

## EVALUATION OF ENVIRONMENTAL IMPACTS:

- 1) A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
  - 2) All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
  - 3) Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.
  - 4) "Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from "Earlier Analyses," as described in (5) below, may be cross-referenced).
  - 5) Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:
    - a) Earlier Analysis Used. Identify and state where they are available for review.
    - b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
    - c) Mitigation Measures. For effects that are "Less than Significant with Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
  - 6) Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.
  - 7) Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.
  - 8) This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.
  - 9) The explanation of each issue should identify:
    - a) the significance criteria or threshold, if any, used to evaluate each question; and
    - b) the mitigation measure identified, if any, to reduce the impact to less than significance
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## I. AESTHETICS.

Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

### a

The proposed project of constructing a new industrial/warehouse building of 146,890 square feet is consistent with the current use. The project site is relatively flat. The San Jacinto Mountains rise steeply southeast of the project site. The San Bernardino Mountains rise steeply from the north side of the San Gorgonio Pass about two miles north of the site. The Little San Bernardino Mountains are also visible to the east. Two of the highest peaks in southern California bracket the project site: San Gorgonio Mountain in the San Bernardino Mountains, the highest point in southern California at 11,503 feet, is about 6.5 miles north of the site and visible from nearly the whole site. San Jacinto Peak in the San Jacinto Mountains, 10,834 feet, is about 6.6 miles southeast of the site. The City of Banning Municipal Code addresses construction height limits to protect scenic vistas.<sup>1</sup> The proposed project will have a less than significant impact on a scenic vista.

### b-c

The proposed project of constructing a new industrial/warehouse building of 146,890 square feet is consistent with the current use. The proposed project will not damage any scenic resources. The proposed project site does not contain any trees or rock outcroppings and Lincoln Street is not designated a State Scenic Highway.<sup>2</sup> The proposed project will not degrade the existing visual character or quality of the site or its surroundings. There is no impact on scenic resources or visual character from the project.

### d

The proposed project of constructing a new industrial/warehouse building of 146,890 square feet is consistent with the current use of adjacent parcels. Lighting will be in compliance with the City of Banning Municipal Code.<sup>3</sup> The impact of light and glare is less than significant.

1. City of Banning Municipal Code Chapter 17.12 (Commercial and Industrial Districts), Section 17.12.030 (Development Standards)

2. [http://www.dot.ca.gov/hq/LandArch/16\\_livability/scenic\\_highways/](http://www.dot.ca.gov/hq/LandArch/16_livability/scenic_highways/)

3. City of Banning Municipal Code Chapter 17.12 (Commercial and Industrial Districts), Section 17.12.170 (Lighting)

## II. AGRICULTURE AND FORESTRY RESOURCES.

In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the State's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

### **a-c**

The proposed project site is listed as Other Land on the Department of Conservation website mapping Prime, Unique or Farmland of Statewide Importance.<sup>1</sup> No farmland will be converted to non-agriculture use by the proposed project.

The proposed project site is currently zoned General Commercial and seeks to change the zone to Business Park, and which does not conflict with any agriculture zoning or Williamson Act. The current use is industrial and commercial, the new construction is also industrial/commercial. According to Riverside County the proposed project site is listed as Non-Williamson Act Land, Urban and Built-Up Land.<sup>2</sup> There will be no loss of, or conversion of farmland or forest land to non-agriculture use. There is no conflict of zoning. There is no impact on agriculture or forestry resources by the proposed project.

1. [ftp://ftp.consrv.ca.gov/pub/dlrp/FMMP/pdf/2016/riv16\\_w.pdf](http://ftp.consrv.ca.gov/pub/dlrp/FMMP/pdf/2016/riv16_w.pdf) Important Farmland 2016 Sheet 1 of 3  
2. <http://www.conservancy.ca.gov/dlrp/lca> Riverside County FY 2015-2016 Sheet 1 of 3



### III. AIR QUALITY

Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**a-c**

#### Construction Phase

The Sample Construction Scenarios for Localized Significant Thresholds (LST) on the South Coast AQMD website was utilized on September 12, 2017 for Appendix B, a Five Acre Site Example.<sup>1</sup> The lbs/day of all pollutants is well below the LST. Chart III-1 is the summary from Calemod for the construction phase.<sup>2</sup> The prevailing wind is from the southeast to the northwest.<sup>3</sup> The project will not conflict with nor obstruct implementation of the applicable air quality plan. The impact on air quality is less than significant during the construction.

Chart III-1	Peak Daily Construction Emissions (lb/day)						MT/yr
	ROG	NOX	CO	SO2	PM10	PM2.5	CO2e
Peak Daily Total	3.9112	34.5782	27.7123	0.0639	18.4713	6.0708	721.9183
Current Emissions	4.8923	6.8678	12.5445	0.0424	1.3457	0.4754	1413.06
Total	8.8035	41.446	40.2568	0.1063	19.817	6.5462	2134.9783
SCAQMD Threshold	75	100	550	150	150	55	10,000
Exceed Significance	no	no	no	no	no	no	no

1. see appendix A for LST worksheets obtained from SCAQMD at <http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/localized-significance-thresholds>  
2. see appendix B for construction summary sheet from Calemod 2016.3.3  
3. see appendix C for wind rose obtained from Iowa state University Web site at [http://mesonet.agron.iastate.edu/sites/site.php?station=BUO&network=CA\\_ASOS](http://mesonet.agron.iastate.edu/sites/site.php?station=BUO&network=CA_ASOS)

### III. AIR QUALITY (continued)

#### **a-c (continued)**

##### Operating Phase

One phase of the proposed project involves a zoning change of existing industrial buildings. There is no impact from this phase. The second phase of the proposed project involves the construction of an additional industrial building of 146,890 sq.ft. The emissions from the current industrial operations were compared to the future operational emissions with the new building included and found to be less than significant.<sup>1</sup> (see chart III-2 and III-3) The project will not conflict with an air quality plan; will not violate any air quality standard; and will not produce a net increase of any criteria pollutant.

Chart III-2 Current Peak Daily Operational Emissions (lb/day)							MT/yr
	ROG	NOX	CO	SO2	PM10	PM2.5	CO2e
Peak Daily Total	4.8923	6.8678	12.5445	0.0424	1.3457	0.4754	1413.06
SCAQMD Threshold	75	100	550	150	150	55	10,000
Exceed Significance	no	no	no	no	no	no	no

Chart III-3 Future Peak Daily Operational Emissions (lb/day)							MT/yr
	ROG	NOX	CO	SO2	PM10	PM2.5	CO2e
Peak Daily Total	9.2179	13.9109	25.9421	0.0894	2.2522	0.8712	2995.014
SCAQMD Threshold	75	100	550	150	150	55	10,000
Exceed Significance	no	no	no	no	no	no	no

#### **d**

See a-c above. The closest sensitive receptor is 1575 feet north with the SFPP Railway and Interstate 10 between the project site and the sensitive receptors. The prevailing wind is from the northwest to the southeast.<sup>2</sup> The impact of substantial pollutant concentrations to sensitive receptors is less than significant.

#### **e**

The proposed project is in CalEnviroScreen census tract 6065044300. The prevailing wind, from southwest to northeast will effect census tract 6065044101 and this census tract has a population of 2973. The majority of the zoning in this tract is Highway Commercial. The number of homes within 1/4 mile radius of the proposed project site is 66. The lbs/day of all pollutants is well below the LST.<sup>3</sup> The facility does not generate odors, and does not use chemicals that generate odors. The long-term operations of the proposed project will keep any industrial activity of the warehouse indoors. The impact of objectionable odors to a substantial number of people is less than significant.

1. see appendix D for Current Operational summary sheets and appendix E for future operational summary sheets from CalEemod 2016.3.3

2. see appendix C for wind rose obtained from Iowa state University Web site at [http://mesonet.agron.iastate.edu/sites/site.php?station=BUO&network=CA\\_ASOS](http://mesonet.agron.iastate.edu/sites/site.php?station=BUO&network=CA_ASOS)

3. see appendix A for LST worksheets obtained from SCAQMD at <http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/localized-significance-thresholds>



### III. AIR QUALITY

Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a-c

#### Construction Phase

The most recent version of the CalEEMod model (Version 2016.3.2) was used to calculate the construction emissions for the proposed project, as summarized below. The emissions rates shown are from the CalEEMod output tables.<sup>1</sup> As shown in table B below, construction equipment/vehicle emissions of ROG and NOX would not exceed the SCAQMD emission thresholds during project construction. The impact on air quality is less than significant during the construction.

Construction Peak Daily Operational Emissions (lb/day)						Unmitigated		Mitigated	
Year	Phase	ROG	NO <sub>x</sub>	CO	SO <sub>2</sub>	PM <sub>10</sub>	PM <sub>2.5</sub>	PM <sub>10</sub>	PM <sub>2.5</sub>
2018	Demolition	3.8332	38.4856	23.3044	0.0415	2.2282	1.8766	2.1917	1.8719
2019	Demolition	3.6174	35.9320	22.9571	0.0414	2.0969	1.7444	2.0658	1.7397
2019	Site Preparation	4.4572	45.6610	23.1217	0.0409	20.7296	12.2036	10.7932	6.7417
2019	Grading	2.6823	28.4216	17.1756	0.0320	8.1772	4.7145	4.5734	2.8624
2019	Building Construction	3.5116	28.2514	26.7096	0.0635	3.7721	1.9221	3.7721	1.9221
2020	Building Construction	3.1681	25.7158	25.5285	0.0627	3.5842	1.7453	3.5842	1.7453
2020	Paving	1.8531	14.1312	15.4552	0.0251	0.9803	0.7540	0.9803	0.7540
2020	Coatings	70.9227	1.8021	3.2770	7.12E-03	0.5204	0.2215	0.5204	0.2215
Peak Daily Total		70.9227	45.6610	26.7096	0.0635	20.7296	12.2036	10.7932	6.7417
SCAQMD Threshold		75	100	550	150	150	55	150	55
Local Significance Threshold		—	236	2,817	—	21	11	21	11
Exceed Significance		no	no	no	no	no	no	no	no

1. Air Quality Impact Study. Environmental Regulatory Compliance, LLC, September 2018

### III. AIR QUALITY (continued)

#### **a-c (continued)**

##### Operating Phase

One phase of the proposed project involves a zoning change of existing industrial buildings. There is no impact on air quality from this phase. The second phase of the proposed project involves the construction of an additional industrial building of 146,890 sq.ft.

The most recent version of the CalEEMod model (Version 2016.3.2) was used to calculate the construction emissions for the proposed project, as summarized below. The emissions rates shown are from the CalEEMod output tables.<sup>1</sup> As shown in the table below, future daily operations would not exceed the SCAQMD emission thresholds. The impact on air quality is less than significant during operations. The project will not conflict with an air quality plan; will not violate any air quality standard; and will not produce a net increase of any criteria pollutant.

2020 Peak Daily Operational Emissions (lb/day)						
	ROG	NOX	CO	SO2	PM10	PM2.5
Onsite Area	3.3598	3.00E-04	0.0330	0.000	1.20E-04	1.20E-04
Onsite Energy	0.0749	0.6810	0.5721	4.09E-03	0.0518	0.0518
Offsite mobile	0.9650	5.1987	15.1814	0.0531	4.3025	1.1860
Peak Daily Total	4.3997	5.8800	15.7865	0.0572	4.3544	1.2379
SCAQMD Threshold	75	100	550	150	150	55
Exceed Significance	no	no	no	no	no	no

#### **d**

See a-c above. The closest sensitive receptor is 1575 feet north with the SFPP Railway and Interstate 10 between the project site and the sensitive receptors. The prevailing wind is from the northwest to the southeast.<sup>2</sup> The impact of substantial pollutant concentrations to sensitive receptors is less than significant.

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1. Air Quality Impact Study. Environmental Regulatory Compliance, LLC, September 2018

2. see appendix C for wind rose obtained from Iowa state University Web site at [http://mesonet.agron.iastate.edu/sites/site.php?station=BUO&network=CA\\_ASOS](http://mesonet.agron.iastate.edu/sites/site.php?station=BUO&network=CA_ASOS)

e

The proposed project is in CalEnviroScreen census tract 6065044300. The prevailing wind, from southwest to northeast will effect census tract 6065044101 and this census tract has a population of 2973. The majority of the zoning in this tract is Highway Commercial. The number of homes within 1/4 mile radius of the proposed project site is 66.

As shown in the table below the lbs/day of all pollutants is well below the LST.<sup>1</sup> The facility does not generate odors, and does not use chemicals that generate odors. The long-term operations of the proposed project will keep any industrial activity of the warehouse indoors. The impact of objectionable odors to a substantial number of people is less than significant.

#### Summary of Operational Localized Significance (2020 Operational)

	NOx	CO	PM <sub>10</sub>	PM <sub>2.5</sub>
Peak Daily Emissions	5.8800	15.7865	4.3544	1.2379
LST Thresholds	236	2,817	6	3
Significant Emissions	No	No	No	No

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1. Air Quality Impact Study: Environmental Regulatory Compliance, LLC, September 2018



#### IV. BIOLOGICAL RESOURCES:

Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

#### **a-d**

The Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) provides for special species surveys for covered species that do not fit well into design of criteria areas and expected locations of habitat reserves. The Banning planning area falls within the special survey areas for three of these species. They are the Yucaipa Onion, the Burrowing Owl, and the Los Angeles Pocket Mouse. The proposed project site is not located within any of these three special survey areas.<sup>1</sup> The proposed project site has been developed and previously contained four houses. It is bounded on the north by a major Railroad and Interstate 10.

Sensitive natural communities are natural communities that are considered rare in the region by regulatory agencies, that are known to provide habitat for sensitive animal or plant species, or that are known to be important wildlife corridors.<sup>2</sup> Riparian habitats are those occurring along the banks of rivers and streams. The western property line borders the Montgomery Creek for 541 feet. Montgomery Creek is ephemeral and stays dry most of the time, therefore, there is little to no riparian habitat along the creek bed. The closest construction to the Montgomery Creek will be 959 feet to the east and will not have an adverse affect on Montgomery Creek. The proposed project site is not identified as being in or near any riparian habitat or other sensitive natural community.<sup>3</sup>

Wetlands are defined under the federal Clean Water Act as land that is flooded or saturated by surface water or groundwater at a frequency and duration sufficient to support, and that normally does support, a prevalence of vegetation adapted to life in saturated soils. Wetlands include areas such as swamps, marshes, and bogs. The proposed project site is not listed as a federally protected wetland.<sup>4</sup> Further the proposed project construction is more than 900 feet from the Montgomery Creek and will not involve filling or removal of creek material.

The proposed project site is not located in a critical area nor a special linkage area as set forth in the MSHCP. There is no impact on the movement, migration, or impede the use of a nurse site of any native resident or wildlife.<sup>5</sup> The proposed project site has contained houses, is bounded on the north by a major Railroad and Interstate 10. There will be no impact on biological resources during construction or operation.

1. City of Banning General Plan Chapter IV Exhibit IV-3, IV-4 and IV-5  
2. City of Banning General Plan Chapter IV, Biologic Resources Element  
3. <https://www.fws.gov/wetlands/Data/Web-Map-Services.html>, accessed September 9, 2017  
4. <https://watersgeo.epa.gov/watershedreport/?comid=22591669>  
5. City of Banning General Plan Chapter IV Exhibit IV-2



#### IV. BIOLOGICAL RESOURCES: (continued)

e

Current site conditions of the proposed new warehouse construction consists of three single family residences that have been removed. There are typical trees around these residences that will be removed for the construction of the new 146,890 sq. ft. industrial/warehouse building. The proposed project will include the required typical landscaping and be in compliance with the City of Banning Municipal Code.<sup>1</sup> The impact is less than significant.

f

The proposed project site is not located within an MSHCP Conservation Area, and is not in conflict with any conservation plan.<sup>2</sup> There is no impact on habitat conservation during construction or operation.

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1. City of Banning Municipal Code Chapter 17.32 Landscaping Standards

2. Western Riverside County Multiple Species Habitat Conservation Plan Section 3.2; <http://rctlma.org/Portals/0/mshcp/volume1/sec3.html#3.2>

## V. CULTURAL RESOURCES

Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Cause a substantial adverse change in the significance of a historical resource as defined in § 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

### a

Historical resources are recognized as part of the environment under CEQA (PRC Section 21084.1). The California Register is an authoritative guide to the State's historical resources and to which properties are considered significant for purposes of CEQA.

The California Register includes resources listed in or formally determined eligible for listing in the National Register of Historic Places, as well as some California State Landmarks and Points of Historical Interest. Properties of local significance that have been designated under a local preservation ordinance (local landmarks or landmark districts) or that have been identified in a local historical resources inventory may be eligible for listing in the California Register and are presumed to be significant resources for purposes of CEQA unless a preponderance of evidence indicates otherwise (PRC Section 5024.1, 14 CCR § 4850).

Resources eligible for listing include buildings, sites, structures, objects, or historic districts that retain historic integrity and are historically significant at the local, state or national level under one or more of the following four criteria per CEQA Guidelines Section 15064.5. (3):

- A) Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage.
- B) Is associated with the lives of persons important to our past;
- C) Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values; or
- D) Has yielded, may be likely to yield, information important in prehistory or history.

The proposed project site is now vacant land. Four homes have been built along Lincoln Street in the past. These homes were built in 1946, 1947 and 1979. No structures and no portion of the properties are listed on the National Register of Historic Places, as a State Landmark, on the California State Register or as a Point of Interest. There is no impact on historic resources from the proposed project.<sup>1</sup>

### b

The area that includes the proposed project has been identified as having a low sensitivity for archaeological resources in the City of Banning General Plan.<sup>2</sup> Of the seven parcels that will be used for the construction of the 146,890 sq. ft. warehouse/industrial building, four have had prior development. The impact on archeological resources is less than significant during construction and operation.

### c

There are no unique geologic features onsite. The topography is flat with no rock outcroppings. No impacts to unique geologic features would occur during construction or operations.

1. <http://ohp.parks.ca.gov/ListedResources/?view=county&criteria=33>  
2. City of Banning General Plan Chapter IV Exhibit IV-6

## V. CULTURAL RESOURCES (continued)

### d

California Health and Safety Code Section 7050.5, CEQA Section 15064.5, and Public Resources Code Section 5097.98 mandate the process to be followed in the event of an accidental discovery of any human remains in a location other than a dedicated cemetery. Specifically, California Health and Safety Code Section 7050.5 requires that, if human remains are discovered in a project site, disturbance of the site shall halt until the coroner has conducted an investigation into the circumstances, manner, and cause of any death, and the recommendations concerning the treatment and disposition of the human remains have been made to the person responsible for the excavation, or to his or her authorized representative, in the manner provided in Section 5097.98 of the Public Resources Code. If the coroner determines that the remains are not subject to his or her authority and if the coroner recognizes or has reason to believe that the human remains are those of a Native American, he or she shall contact the Native American Heritage Commission by telephone within 24 hours. Although soil-disturbing activities associated with construction of a 146,890 sq. ft. industrial/warehouse building could result in the discovery of human remains, compliance with existing law would ensure that significant impacts to human remains would not occur.

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## VI. GEOLOGY AND SOILS

Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

### a

The majority of injuries and loss of life related to earthquakes are typically linked to the collapse of buildings and structures. While preventing the occurrence of an earthquake is not feasible, their destructive effects can be minimized through comprehensive hazard mitigation measures that include the identification and mapping of potential hazards, sensible planning, strict implementation of building codes, and the retrofitting and rehabilitation of weak structures. All construction will be completed using the most up-to-date research available to consultants, engineers and the City to mitigate any risk to less than significant.<sup>1</sup>

### i

Based on the Riverside County Land Information System, the site is not located within an Alquist-Priolo Earthquake Fault Zone, nor is it located within 1/2 mile of any fault. The San Geronio Pass Fault is more than 4000 feet to the northwest.<sup>2</sup> The impact is less than significant with mitigation, see VI.a above.

<sup>1</sup> City of Banning General Plan Section V page 20  
<sup>2</sup> City of Banning General Plan Exhibit V-3



## VI. GEOLOGY AND SOILS (continued)

### ii

The degree of Seismic Ground Shaking is primarily based on a site's proximity to an earthquake fault. The site is not within an Alquist-Priolo Fault Zone or within 1/2 mile of any other fault zone.

Seismically induced ground shaking is the most significant potential geotechnical hazard facing the Banning area. Given the City's proximity of the San Andreas and San Jacinto faults, the urban core of the City has the potential to experience very high and extremely high ground shaking values of about 50% of the force of gravity, with a 10% chance of such a seismic event occurring in 50 years.<sup>1</sup> These are probabilistic values, which combine all seismic sources in the area and assess the likelihood of each source to generate an earthquake. These values are among the highest in southern California and are the result of the City's proximity to major fault systems with high earthquake recurrence rates. The effects of ground motion on structures are difficult to predict, and depend on the intensity of the quake, the distance from the epicenter to the site, the composition of soils and bedrock, building design, and other physical criteria. Based on these factors, ground shaking may cause no, little, or major structural damage or destruction; however, in general, peak ground accelerations and seismic intensity values decrease with increasing distance from the causative fault. Local conditions, such as soft soils, shallow ground water, and the presence of ridge tops, could amplify the effects of seismic waves and result in higher localized accelerations.

The Uniform Building Code, California Building Code, and Unreinforced Masonry Law are the primary tools used by local agencies to ensure seismic safety in structures. The impact is less than significant with mitigation, see VI.a above.

### iii

Liquefaction in the proposed project site is listed as moderate in the City of Banning General Plan.<sup>2</sup> Three general conditions induce liquefaction. One condition is strong ground shaking of relatively long period. Another condition is the presence of unconsolidated granular sediments. A third condition is the occurrence of water-saturated sediments within 50 feet of the ground surface. Because the alluvium that underlies the Banning areas is coarsely granular and percolates well, the water table is not within 50 feet of the ground surface. However, in the past, shallow groundwater was detected on the southernmost part of the valley before water pumping activity. The impact is less than significant with mitigation, see VI.a above.

### iv

Based on a field review and USGS topographic maps, the site is relatively flat. The adjacent topography is also relatively flat. There are no slopes that would create a risk on or off site due to landslides. The proposed project site is not located in an area potentially prone to landslides.<sup>3</sup> Therefore, the Project is forecast to have no impact with respect to landslides.

### b

Based on a field review and USGS topographic maps, the project site is a flat area that will be built as an industrial/warehouse building using the NPDES requirements and the guidelines in the City of Banning Municipal Code.<sup>4</sup> No loss of topsoil or erosion will occur during or after construction. There is no impact on soil erosion from the proposed project.

### c

Liquefaction in the proposed project site is listed as moderate in the City of Banning General Plan.<sup>5</sup> Three general conditions induce liquefaction. One condition is strong ground shaking of relatively long period. Another condition is the presence of unconsolidated granular sediments. A third condition is the occurrence of water-saturated sediments within 50 feet of the ground surface. Because the alluvium that underlies the Banning areas is coarsely granular and percolates well, the water table is not within 50 feet of the ground surface. However, in the past, shallow groundwater was detected on the southernmost part of the valley before water pumping activity. The impact is less than significant with mitigation, see VI.a above.

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1. City of Banning General Plan Chapter V Page V-16  
2. City of Banning General Plan Chapter V Exhibit V-4  
3. City of Banning General Plan Chapter V Exhibit V-2  
4. City of Banning Municipal Code Chapters 15 and 17  
5. City of Banning General Plan Chapter V Exhibit V-4

## VI. GEOLOGY AND SOILS (continued)

**d**

The majority of the proposed project site is Greenfield Sandy Loam and a small portion is Ramona Sandy Loam.<sup>1</sup> Sandy Loams are stable soils that are not heavily affected by changes in moisture content. The impact of expansive soils is less than significant.

**e**

The Project will have no impact with respect to septic tanks because the Project does not propose the use of a septic tank system.

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1. Soil Survey Staff, Natural Resources Conservation Service, United States Department of Agriculture. Web Soil Survey. Available online at <https://websoilsurvey.sc.egov.usda.gov/>. Accessed 09/13/2017.

## VII. GREENHOUSE GAS EMISSIONS

Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

### **a-b**

The construction and operational greenhouse gas emissions have been calculated using CalEemod 2016.3.1 and are well below the SCAQMD threshold of 10,000 MT/year.<sup>1</sup> See charts III-1, 2 and 3 of this document. The effect on greenhouse gas emissions from the proposed project is less than significant.

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1. see appendix B, D and E for construction and operational summary sheets from CalEemod 2016.3.3 and appendix A for the LST worksheets obtained from SCAQMD at <http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/localized-significance-thresholds>

## VII. GREENHOUSE GAS EMISSIONS

Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a

The construction and operational greenhouse gas emissions have been calculated using Calcemod 2016.3.1 and are well below the SCAQMD threshold of 10,000 MT/year.<sup>1</sup>

The effect on greenhouse gas emissions from the construction of the proposed project is less than significant.

Source	Pollutant Emissions (MT/yr)					
	Bio-CO <sub>2</sub>	NBio-CO <sub>2</sub>	Total CO <sub>2</sub>	CH <sub>4</sub>	N <sub>2</sub> O	CO <sub>2</sub> e
Construction 2018	0.00	29.9482	29.9482	7.81E-03	0.00	30.1434
Construction 2019	0.00	695.7627	695.7627	0.0984	0.00	698.2222
Construction 2020	0.00	36.4681	36.4681	7.89E-03	0.00	36.6655
<b>Total Operational Emissions</b>						
Area Sources	0.00	7.98E-03	7.97E-03	2.00E-05	0.00	8.5E-03
Energy Sources	0.00	135.3036	135.3036	2.59E-03	2.48E-03	136.1077
Mobile Sources	0.00	731.2006	731.2006	0.0358	0.00	732.0955
Waste Sources	32.5029	0.00	32.5029	1.9209	0.00	80.5246
Water Usage	10.773	0.00	10.7773	1.1069	0.0261	46.2395
<b>Total Project Emissions</b>	<b>43.2802</b>	<b>866.5121</b>	<b>909.7924</b>	<b>3.0662</b>	<b>0.0286</b>	<b>994.9757</b>

Nine intersections were analyzed for Carbon Monoxide concentrations using CALINE4 modeling.<sup>2</sup> For the future scenario the traffic volumes include the existing, project projections and cumulative project impacts. The current year background CO concentrations at the 24302 4th Street, San Bernardino station were used for the future year conditions. None of the intersections analyzed would exceed either the 1-hour or the 8-hour CO concentration Federal and State standards. The proposed project would not have a significant impact on local air quality for CO, and no mitigation measures would be required.

<sup>1</sup> Air Quality Impact Study, Environmental Regulatory Compliance, LLC, September 2018.

<sup>2</sup> *ibid.*



b

As indicated in the Air Quality Impact Analysis<sup>1</sup>, the proposed project would not exceed SCAQMD emission thresholds during either construction nor operation. The proposed project would not conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs. Therefore, the emissions associated with occupation and use of the project are consistent with the General Plan projections and would not contribute to air quality deterioration beyond current SCAQMD projections, and no mitigation is required.

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<sup>1</sup> Air Quality Impact Study. Environmental Regulatory Compliance, LLC, September 2018.

# VIII. HAZARDS AND HAZARDOUS MATERIALS

Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

## **a**

### Construction

Hazardous materials such as fuels, greases, paints, and cleaning materials would be used during construction of the proposed project. Onsite construction equipment might require routine or emergency maintenance that could result in the release of oil, diesel fuel, transmission fluid, or other materials. The use, storage, transport, and disposal of hazardous materials in construction would comply with existing regulations of several agencies including the EPA, US Department of Transportation (DOT), Occupational Safety and Health Administration (OSHA), California Division of Occupational Safety and Health (Cal/OSHA), and Riverside County Department of Environmental Health (DEH) that is the Certified Unified Program Agency (CUPA) for Riverside County.<sup>1</sup> Impacts of hazardous materials would be less than significant.

### Operations

The proposed project's use of hazardous materials is similar to the adjacent land use. No materials of significant danger will be used onsite. Any that are used onsite will be listed on the Emergency Planning and Community Right-to-Know documents. Uses of hazardous materials during project operation would be subject to many of the same regulations as govern hazardous materials use in construction operations. Impacts of hazardous materials would be less than significant.

1. The Riverside County Department of Environmental Health is the Certified Unified Program Agency (CUPA) for Riverside County; the Certified Unified Program coordinates and makes consistent enforcement of several state and federal regulations governing hazardous materials.

## VIII. HAZARDS AND HAZARDOUS MATERIALS (continued)

### **b**

#### **Construction**

Hazardous materials such as fuels, greases, paints, and cleaning materials would be used during construction of development accommodated by the proposed project. Onsite construction equipment might require routine or emergency maintenance that could result in the release of oil, diesel fuel, transmission fluid, or other materials. The use, storage, transport, and disposal of hazardous materials in construction would comply with existing regulations of several agencies including the EPA, US Department of Transportation (DOT), Occupational Safety and Health Administration (OSHA), California Division of Occupational Safety and Health (Cal/OSHA), and Riverside County Department of Environmental Health (DEH), the Certified Unified Program Agency (CUPA) for Riverside County.<sup>1</sup> Impacts of hazardous materials release would be less than significant.

#### **Operations**

Commercial and industrial land uses utilizing hazardous materials are required to prepare and submit a Hazardous Materials Business Plan (HMBP) to the DEH. A HMBP includes an inventory of hazardous materials used and stored onsite; a site map; an emergency plan; and a training program for employees. The release of hazardous materials in operations would not cause significant hazards to the public or the environment. The impact of accidental releases of hazardous materials would be less than significant.

### **c**

The closest schools to the proposed project is Banning High School over 4200 feet to the southeast, and Mt. Sac Community College over 5000 feet to the southwest. An elementary school is proposed adjacent to Banning High School and approximately 4000 feet to the southeast of the proposed project, and Mt. Sac Community College has proposed expansion to be within 3000 feet of the proposed project.<sup>2</sup> There is no impact from hazardous materials or emissions from the proposed project.

### **d**

An environmental database search was conducted in August 2017. Hazardous materials sites were identified on the project site. Environmental records were identified for three parcels of the project site, as described below in Table VIII-1. None of the environmental records are considered “recognized environmental conditions” for the project site.<sup>3</sup> There are no Underground Storage Tanks identified on the state database.<sup>4</sup> The proposed project buildout would not create a substantial hazard for the public or the environment related to hazardous materials sites identified in the database search. The impact is less than significant.

**Table VIII-1 Parcels listed on environmental databases**

Site Address	Database	Reason of Listing
Intown Properties 1661 W. Lincoln	HAZNET	HAZNET is a database of hazardous waste shipment manifests. One manifest shipment in 1997 of unspecified solvent mixture.
Kelly Lawrence 1617 W. Lincoln	HAZNET	One manifest shipment in 2015 of asbestos containing waste
Pacific Window 1879 W. Lincoln	HAZNET	One manifest shipment in 2004 of hydrocarbon solvents
Lawrence Equipment 1879 W. Lincoln	HAZNET	One manifest shipment in 2017 of unspecified oil-containing waste and unspecified organic liquid mixture

### **e**

The proposed project is 1.95 miles west of the Banning Municipal Airport and is listed outside of the compatibility zone by the Riverside County Airport Land Use Commission.<sup>5</sup>

1. The Riverside County Department of Environmental Health is the Certified Unified Program Agency (CUPA) for Riverside County; the Certified Unified Program coordinates and makes consistent enforcement of several state and federal regulations governing hazardous materials.

2. City of Banning, Rancho San Geronimo Specific Plan Figure-6

3. A recognized environmental condition is the presence or likely presence of hazardous materials or petroleum products under conditions indicating an existing or past release or a material threat of a release into structures or soil or groundwater or surface water, even under conditions in compliance with laws.

4. <http://geotracker.waterboards.ca.gov/map/?CMD=runreport&myaddress=1879+west+lincoln+street+banning%2C+ca> Accessed on 09/13/2017

5. Riverside County Land Use Commission, Banning Municipal Airport, Map BN-1

<http://www.rcaluc.org/Portals/0/06-%20Vol.%201%20Banning%20Municipal.pdf?ver=2016-09-19-114352-640>



## VIII. HAZARDS AND HAZARDOUS MATERIALS (continued)

**f**

The project site is not within the vicinity of a private airstrip. The nearest heliport to the site is at San Geronimo Memorial Hospital at 600 North Highland Springs Avenue in the City of Banning, about 3.3 miles northwest of the site. Over congested areas, helicopters must maintain an altitude of at least 1,000 feet above the highest obstacle within 2,000 feet of the aircraft, except as needed for takeoff and landing.<sup>1</sup> Project development would not create any hazard for people living or working onsite arising from helicopters operating to or from the above mentioned heliport, and no impact would occur.

**g**

The emergency response plan for the City of Banning is the Riverside County Emergency Operations Plan adopted by the County Board of Supervisors in 2006. Project construction activities, and staging activities will be kept off of city streets and rights-of-ways. Impairment to emergency access of the surrounding areas will be less than significant.

**h**

No part of the project site is in Very High Fire Hazard Severity Zones designated by the California Department of Forestry and Fire Prevention.<sup>2</sup> Project development could not result in hazards arising from wildland fires. There is no impact by the proposed project.

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1. Code of Federal Regulations Title 14 Section 91.119

2. [http://www.fire.ca.gov/fire\\_prevention/fhsz\\_maps/FHSZ/riverside/Banning.pdf](http://www.fire.ca.gov/fire_prevention/fhsz_maps/FHSZ/riverside/Banning.pdf), accessed 9/12/2017

## IX. HYDROLOGY AND WATER QUALITY

Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
j) Inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

### a

#### Construction Phase

Project construction could generate pollutants that could contaminate water. The project site is in the Whitewater River Watershed and in the Colorado River Basin Regional Water Quality Control Board (CRB RWQCB) region. Waste-discharge requirements for discharges to stormwater for construction activities are set by the State Water Resources Control Board. Waste-discharge requirements for post-construction stormwater discharges to municipal storm drainage systems in the Whitewater River Watershed are set by the CRB RWQCB. Best management practices for mitigating potential pollutants is an integral part of the regulations governing water quality.<sup>1</sup> This impact is less than significant with mitigation incorporated.

<sup>1</sup> Construction General Permit order 2009-00009-DWQ, [https://www.waterboards.ca.gov/water\\_issues/programs/stormwater/construction.shtml#construction](https://www.waterboards.ca.gov/water_issues/programs/stormwater/construction.shtml#construction)

## IX. HYDROLOGY AND WATER QUALITY (continued)

### **a** continued

#### Operating Phase

Project operations are not planned to generate waste water discharges, but could generate pollutants that could contaminate water. The project site is in the Whitewater River Watershed and in the Colorado River Basin Regional Water Quality Control Board (CRB RWQCB). Waste-discharge requirements for discharges to stormwater from industrial activities are set by the State Water Resources Control Board. Waste-discharge requirements for stormwater discharges to municipal storm drainage systems in the Whitewater River Watershed are set by the CRB RWQCB. Best management practices for mitigating potential pollutants is an integral part of the regulations governing water quality.<sup>1</sup> This impact is less than significant with mitigation incorporated.

### **b**

#### Construction Phase

A minimal amount of water is used during the construction phase of the proposed project. The impact from water use is less than significant.

#### Operating Phase

The 146,890 sq. ft. industrial/warehouse building will have offices and approximately 50 employees. The average water use is calculated at 18,600 gpd, with a peak use at 37,200 gpd.<sup>2</sup> The projected water supply in 2015 was 13.89 mgd, with a total wet year capacity of 34.99 mgd and dry year capacity of 25.66 mgd.<sup>3</sup> The impact of operations of the proposed project on water supplies of is less than significant.

### **c-e**

#### Construction Phase

Construction of the proposed project will not alter nor increase natural drainage.

#### Operating Phase

The proposed project is to construct a 146,890 sq.ft. industrial/warehouse building on 6.2 acres with the required landscaping per the City of Banning Municipal Code Development Standards. The month of January has the highest average rainfall at 3.76 inches.<sup>4</sup> Accessing data from the National Oceanic and Atmospheric Administration 10 year data from the closest station in Beaumont shows that the highest hourly rainfall is .7 inches.<sup>5</sup> This will calculate to an average of 633,020 gallons in the month of January and a maximum of 129,010 gallons in an hour of stormwater run-off added to the Montgomery Creek. The maximum flow through the concrete culverts under Lincoln Street is calculated to be 3,584,581 gallons per hour.<sup>5</sup> Even allowing for 100% run-off the maximum run-off is only 3.5% of the maximum flow under Lincoln Street. The impact of drainage and run-off will be less than significant.

### **f**

The proposed project does not involve the generation of industrial waste waters. Storm water discharges are regulated by the Colorado Rivers Basin Regional Water Quality Board. See IXa above. The impact is less than significant.

### **g**

The proposed project does not include housing; there is no impact.

### **h**

The western edge of the proposed project, parcel 538-230-014, that is adjacent to Montgomery Creek is in zone AH, flood depths of 1 to 3 feet (usually areas of ponding); base flood elevations determined. The eastern edge of parcel 538-230-014 and the western edge of parcel 538-220-004 are zone X areas of 0.2% chance flood; areas of 1% annual chance flood with average depths of less than 1 foot or with drainage areas less than 1 square mile; and areas protected by levees from 1% chance of flood. The rest of the parcels in the proposed project are in zone X, areas determined to be outside the 0.2% annual chance floodplain.<sup>6</sup> There is no impact of placing structures within a 100-year floodplain.

1. Industrial General Permit order 2014-0057-DWQ: [https://www.waterboards.ca.gov/water\\_issues/programs/stormwater/igp\\_20140057dwq.shtml](https://www.waterboards.ca.gov/water_issues/programs/stormwater/igp_20140057dwq.shtml)

2. City of Banning Water Department 3/2006 as shown on the Environmental Information Form, <http://ci.banning.ca.us/documentcenter/view/3951>

3. City of Banning 2010 Urban Water Management Plan Tables 4-1 and 4-2

4. Time related maps accessed on 09/13/2017 <https://gis.ncdc.noaa.gov/maps/ncei/cdo/daily>, see appendix F

5. Two 30" concrete pipes at 2% slope with a Manning N of .011 flow 68,554 cfs each, see appendix G

6. FEMA, Flood Insurance Rate Map, Map number 06065C0817G August 28, 2008



## IX. HYDROLOGY AND WATER QUALITY (continued)

i

The project site is not in an area mapped by FEMA as protected from 100-year floods by levees. There are no dams upstream from the site on Montgomery Creek or the San Geronio River that could pose a flood threat to the site due to dam failure. No impact would occur.

i

### **Seiche**

A seiche is a surface wave created when an inland water body is shaken, usually by an earthquake. There are no inland bodies of water near enough to the site to pose a flood threat to the site due to a seiche, and no impact would occur.

### **Tsunami**

A tsunami is a sea wave caused by a sudden displacement of the ocean floor, most often due to earthquakes. The site elevation ranges from about 2,215 to 2,402 feet above mean sea level, and is about 52 miles inland from the Pacific Ocean; thus, there is no potential for flooding onsite due to tsunamis.

### **Mudflow**

A mudflow is a landslide composed of saturated rock debris and soil with a consistency of wet cement. The site consists of gently sloping terrain vegetated with grasses, and is unlikely to be capable of generating a mudflow. The general slope of the area is from the north to the south. The railway and Interstate 10, directly north, will prevent a threat of mudflow. The proposed project site slopes generally from north to south 8 feet in 556 feet. There is no impact from mudflows for the proposed project.

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## X. LAND USE AND PLANNING

Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

### a

The proposed project is contiguous to current industrial land use to the west, vacant land to the east, U.P. Railroad and I-10 to the north, and Lincoln Street to the south.<sup>1</sup> The project will not divide an established community, there is no impact.

### b

The construction phase of the project would also require approval of the project water quality management plan (WQMP) by the CRB RWQCB. The proposed project area has historically been used for industrial purposes and is zoned commercial. Three parcels were used out of zoning as low density residential and have been vacant for a number of years. The proposed project seeks to continue use as industrial and commercial and would require discretionary approval of General Plan amendment/zone change to Business Park to reflect the proposed project. The proposed project does not conflict with a land-use plan, policy or regulation. The impact is less than significant.

### c

The proposed project does not conflict with any natural habitat or community conservation plan.<sup>2</sup> There is no impact by the proposed project.

1. Surrounding land use maps, pages 6-8 of this document

2. Western Riverside County Multiple Species Habitat Conservation Plan; <http://rctlma.org/Portals/0/mshcp/volume1/sec3.html>

## XI. MINERAL RESOURCES

Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

### **a**

The proposed project site is located in an area designated Mineral Resource Zone-3 as an area containing known or inferred mineral occurrences of unknown significance. None of the project site is mapped by the CGS as containing known Portland-cement concrete (PCC) grade aggregate resources (CGS 2008).<sup>1</sup> Project development would not cause a loss of availability of known mineral resources valuable to the region and the state, no impact would occur.

### **b**

No mining site in or near the project is identified in the City of Banning General Plan. The nearest mine to the project site present on the Office of Mine Reclamation's map is the Banning Quarry, mine ID 91-33-00012. It is an active sand and gravel mine located about 2.2 miles northeast of the site project.<sup>2</sup> No impact would occur to mineral resources.

1. City of Banning General Plan Chapter IV Exhibit IV-8

2. Office of Mine Reclamation's Mines Online <http://maps.conservation.ca.gov/mol/index.html>, accessed 9/13/2017

## XII. NOISE

Would the project result in:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

### **a-b**

Groundborne Vibration and noise is most typically associated with operation of heavy construction equipment. Because of the flat topography of the site and no demolition a minimal amount of heavy equipment is required. There are 24 homes within 1000 feet of the project site, the closest is 300 feet south. The Project is required to comply with the mandatory noise requirements contained in Section 8.44.090.E and F of the Banning Municipal Code for construction activities and the operation of an industrial/warehouse building. Operation of the industrial/warehouse building will not produce groundborne vibrations beyond six additional truck trips per day. The impacts from noise and groundborne vibrations are considered to be less than significant.

### **c**

#### Construction Phase

Permanent noise is typically generated by building mechanical equipment, such as heating and air conditioning units, and by vehicle traffic associated with the use of a site. The construction of the industrial warehouse building will not produce permanent noise.

#### Operating Phase

The proposed project is anticipated to produce 56 new vehicle trips per day beyond current levels. These vehicle trips produce similar noise levels to those that already occur on Lincoln Street. The average daily trips on Lincoln Street between 8th and 22nd Streets is 2,500.<sup>1</sup> All industrial activity will occur indoors. The impact of permanent noise is less than significant.

### **d**

#### Construction Phase

During the construction phase of the proposed project it is anticipated that there will be an increase in daytime noise levels. These will be managed by the construction schedule. Per Section 8.44.090.E and F of the City of Banning Municipal Code, construction activity is required to be limited to certain hours and days to minimize noise impacts. This is a mandatory requirement. Therefore, impacts are forecast to be less than significant.

1. City of Banning 2011 Engineering and Traffic Surveys, Table 3



## XII. NOISE (continued)

### **d** continued

#### Operating Phase

The proposed project of an industrial/warehouse building is anticipated to produce 56 new vehicle trips per day beyond current levels. These vehicle trips produce similar noise levels, during a similar time period, to those that already occur on Lincoln Street. The average daily trips on Lincoln Street between 8th and 22nd Streets is 2,500.<sup>1</sup> The industrial activity will occur indoors and the nearest residence is 300 feet south of the industrial buildings. The impacts of temporary, periodic noise is less than significant.

### **e**

The proposed project is 1.95 miles west of Banning Municipal Airport. The proposed project is outside the 55 dB CNEL noise contour of the airport and will not expose people residing or working at the proposed project to excessive noise levels.<sup>2</sup> There will be no impact.

### **f**

The proposed project is not within the vicinity of a private air strip. There will be no impact.

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1. City of Banning 2011 Engineering and Traffic Surveys: Table 3  
2. Riverside County Airport Land Use Commission, Banning Municipal Airport, Map-BN-3  
<http://www.rcaluc.org/Portals/0/06-%20Vol.%201%20Banning%20Municipal.pdf?ver=2016-09-19-114352-640>

### XIII. POPULATION AND HOUSING

Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**a**

The proposed project will increase employment by 50, it is anticipated that 42 will be from the local area. The proposed project does not propose new homes and is not expected to induce population growth. The impact of the proposed project on population and housing is expected to be less than significant.

**b-c**

The proposed project will be constructed on parcels that have had four single family houses that have been removed and the land is now vacant. There is no impact from the proposed project.

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#### XIV. PUBLIC SERVICES

Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

- a) Fire Services - The Riverside County Fire Department (RCFD) provides fire protection and emergency medical services to the City of Banning. Fire Station 89 is located 1.5 driving miles northeast of the project site. The proposed project will add a 146,890 square foot industrial warehouse building with automatic sprinklers. The impact on fire services will be less than significant.
- b) Police Protection - The Banning Police Department (BPD) provides police protection to the City of Banning. The Banning Police Department consists of 41 sworn personnel and 20 classified personnel. The police station is located at 125 E. Ramsey Street. The proposed project will add a 146,890 square foot industrial warehouse building and add 50 employees. The impact on police services will be less than significant.
- c) Schools - The project site is in the Banning Unified School District (BUSD). The proposed project will increase employment by 50, it is anticipated that 42 will be from the local area, which will have less than significant impact on the BUSD.
- d) Parks - The proposed project will increase employment by 50, it is anticipated that 42 will be from the local area, which will have less than significant impact on city parks
- e) Other public facilities - The proposed project will increase employment by 50, it is anticipated that 42 will be from the local area, which will have less than significant impact on any other public facilities.

## XV. RECREATION

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**a**

The proposed project will increase employment by 50, it is anticipated that 42 will be from the local area. There will not be a substantial increase in the use of local recreation facilities. There is no impact from the proposed project.

**b**

The proposed project does not included recreational facilities and will not require the expansion of existing or the construction of new recreational facilities. There is no impact from the proposed project.

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## XVI. TRANSPORTATION/TRAFFIC

Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

### **a-b**

#### **Construction Phase**

During construction all equipment and supplies will be staged on the proposed project site and away from roadways. There is no impact.

#### **Operating Phase**

The proposed project is anticipated to produce 6 new truck trips per day beyond current levels. These vehicle trips produce similar noise levels to those that already occur on Lincoln Street. The addition of 50 employees is anticipated to add 50 vehicle trips per day. The average daily trips on Lincoln Street between 8th and 22nd Streets is 2,500.<sup>1</sup> The impact is expected to be less than significant.

### **c**

The proposed project is 1.95 miles west of the Banning Municipal Airport runway and is not within the Airport Influence Area.<sup>2</sup> The project will be constructed in compliance with the City of Banning Municipal Code Building Standards for Commercial/Industrial projects. There will be no impact from this project.

### **d**

#### **Construction**

All construction equipment will be staged on the project site ensuring that the roadway stays clear. Vehicle trips will be limited to persons working at the site during construction. There will not be design hazards.

#### **Operational**

The existing roadway in front of the current commercial/industrial buildings is wider than the majority of Lincoln Street. This reduces the hazards of truck traffic entering the new industrial/warehouse building drive approaches. The impact of design features is less than significant.

1. City of Banning 2011 Engineering and Traffic Surveys: Table 3

2. Riverside County Land Use Commission, Banning Municipal Airport, Map BN-1  
<http://www.rcaluc.org/Portals/0/06-%20Vol.%201%20Banning%20Municipal.pdf?ver=2016-09-19-114352-640>

## XVI. TRANSPORTATION/TRAFFIC (continued)

e

All portions of the project site will be fully accessible to emergency vehicles during construction and will remain accessible during operations. There is no impact to emergency vehicle access.

f

The Project does not conflict with any policies, plans, or programs that support use of alternative transportation such as bus service, bike lanes, or other modes of transportation. Thus, there are no impacts to alternative modes of transportation.

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## XVII. UTILITIES AND SERVICE SYSTEMS

Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

### a

#### Construction Phase

Project construction could generate pollutants that could contaminate water. The project site is in the Whitewater River Watershed and in the Colorado River Basin Regional Water Quality Control Board (CRB RWQCB) region. Waste-discharge requirements for discharges to stormwater during construction activities are set by the State Water Resources Control Board. Waste-discharge requirements for post-construction stormwater discharges to municipal storm drainage systems in the Whitewater River Watershed are set by the CRB RWQCB. Best management practices for mitigating potential pollutants is an integral part of the regulations governing water quality.<sup>1</sup> This impact is less than significant with mitigation incorporated.

#### Operating Phase

Project operations are not planned to generate waste water discharges to the utility, but could generate pollutants that could contaminate storm water. The project site is in the Whitewater River Watershed and in the Colorado River Basin Regional Water Quality Control Board (CRB RWQCB) region. Waste-discharge requirements for discharges to stormwater from industrial activities are set by the State Water Resources Control Board. Waste-discharge requirements for stormwater discharges to municipal storm drainage systems in the Whitewater River Watershed are set by the CRB RWQCB. Best management practices for mitigating potential pollutants is an integral part of the regulations governing water quality.<sup>2</sup> This impact is less than significant with mitigation incorporated.

1. Construction General Permit order 2009-00009-DWQ, [https://www.waterboards.ca.gov/water\\_issues/programs/stormwater/construction.shtml#construction](https://www.waterboards.ca.gov/water_issues/programs/stormwater/construction.shtml#construction)  
2. Industrial General Permit order 2014-0057-DWQ, [https://www.waterboards.ca.gov/water\\_issues/programs/stormwater/igp\\_20140057dwq.shtml](https://www.waterboards.ca.gov/water_issues/programs/stormwater/igp_20140057dwq.shtml)

## XVII. UTILITIES AND SERVICE SYSTEMS (continued)

### **b**

#### Construction Phase

Project construction will not generate wastewater and will not require the construction of new water or wastewater treatment facilities. There is no impact from the proposed construction project.

#### Operating Phase

The project operating phase will not result in the construction of new water or wastewater treatment facilities.

The 146,890 sq. ft. industrial/warehouse building will have offices and approximately 50 employees. The average water use is calculated at 18,600 gpd, with a peak use at 37,200 gpd.<sup>1</sup> The projected water supply in 2015 was 13.89 mgd, with a total wet year capacity of 34.99 mgd and dry year capacity of 25.66 mgd.<sup>2</sup> The impact of operations of the proposed project is less than significant.

Using the City's wastewater generation rates, the project would generate approximately 9,300 gpd of wastewater.<sup>1</sup> The existing wastewater treatment plant is designed to treat an average flow of 3.6 mgd and a peak flow of 7.2 mgd.<sup>3</sup> The impact of the proposed project on the wastewater treatment facilities is less than significant.

### **c**

#### Construction Phase

The project site is in the Whitewater River Watershed and in the Colorado River Basin Regional Water Quality Control Board (CRB RWQCB) region. Waste-discharge requirements for discharges to stormwater for construction activities are set by the State Water Resources Control Board. Waste-discharge requirements for post-construction stormwater discharges to municipal storm drainage systems in the Whitewater River Watershed are set by the CRB RWQCB. Best management practices for mitigating potential pollutants is an integral part of the regulations governing water quality.<sup>4</sup> This impact is less than significant with mitigation incorporated.

#### Operating Phase

The proposed project is to construct a 146,890 sq.ft. industrial/warehouse building on 6.2 acres with the required landscaping per the City of Banning Municipal Code Development Standards. The month of January has the highest average rainfall at 3.76 inches.<sup>5</sup> Accessing data from the National Oceanic and Atmospheric Administration 10 year data from the closest station in Beaumont shows that the highest hourly rainfall is .7 inches.<sup>6</sup> This will calculate to an average of 633,020 gallons in the month of January and a maximum of 129,010 gallons in an hour of stormwater run-off added to the Montgomery Creek. The maximum flow through the concrete culverts under Lincoln Street is calculated to be 3,584,581 gallons per hour.<sup>7</sup> The impact will be less than significant.

### **d**

#### Construction Phase

Project construction will not use any significant amount of water. The impact from the proposed project is expected to be less than significant.

#### Operating Phase

The project operating phase will not require new or expanded water entitlements.

The 146,890 sq. ft. industrial/warehouse building will have offices and 50 employees. The average water use is calculated at 18,600 gpd, with a peak use at 37,200 gpd.<sup>8</sup> The projected water supply in 2015 was 13.89 mgd, with a total wet year capacity of 34.99 mgd and dry year capacity of 25.66 mgd.<sup>9</sup> The average water year supply surplus is 5,187 acre-ft/year or 4.6 mgd.<sup>10</sup> The impact from the proposed project is expected to be less than significant.

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1. City of Banning Water Department 3/2006 as shown on the Environmental Information Form, <http://ci.banning.ca.us/documentcenter/view/3951>

2. City of Banning 2010 Urban Water Management Plan Tables 4-1 and 4-2

3. Rancho San Geronimo Specific Plan Draft EIR, June 2016; §5.16.1.4

4. Construction General Permit order 2009-00009-DWQ; [https://www.waterboards.ca.gov/water\\_issues/programs/stormwater/construction.shtml#construction](https://www.waterboards.ca.gov/water_issues/programs/stormwater/construction.shtml#construction)

5. City of Banning 2010 Urban Water Management Plan Table 2-1

6. Time related maps accessed on 09/13/2017 <https://gis.ncdc.noaa.gov/maps/ncdc/cdo/daily>, see appendix F

7. Two 30" concrete pipes at 2% slope with a Manning N of .011 flow 68,554 cfs each, see appendix G

8. City of Banning Water Department 3/2006 as shown on the Environmental Information Form, <http://ci.banning.ca.us/documentcenter/view/3951>

9. City of Banning 2010 Urban Water Management Plan Tables 4-1 and 4-2

10. City of Banning 2010 Urban Water Management Plan Table 5-9



## XVII. UTILITIES AND SERVICE SYSTEMS (continued)

**e**

The Proposed Project's wastewater effluent will be collected by the City of Banning sewer system and transported to the City's Wastewater Reclamation Plant. This plant has a secondary treatment capacity of 3.6 million gallons per day, and a designed capacity of 7.8 MGD. The average throughput of the plant is 2.4 MGD from 2005-2010.<sup>1</sup> The predicted wastewater generation average rate of the project is 9,750 GPD. The increase of total throughput of the plant with the additional of the wastewater of the Project is minuscule to the 2.4 million gallons per day, and does not impact the design capacity of 3.6 million gallons per day. Since the Proposed Project will not result in a substantial impact on the wastewater facility and an expansion will eventually be constructed, impacts will be less than significant.

**f**

### Construction

The project proposed to construct a 146,890 sq. ft. industrial/warehouse building. The construction activities will generate a minimal amount of solid waste.

### Operations

The project will generate solid waste from the warehouse offices supporting 50 new employees. Waste Management provides service to the City. The new warehouse/industrial building is estimated to generate 186 tons/year for solid waste.<sup>2</sup> Solid waste is most likely to be transported to the Lamb Canyon Landfill. According to CalRecycle, the Lamb Canyon landfill has an estimated closure date of 04/01/2029 accepting 5,500 tons/day.<sup>3</sup> The impact from the proposed project is less than significant.

**g**

Waste Management provides service to the Project site. Any solid waste disposal will be in compliance with the City's mandatory requirements. Therefore, no impacts are forecast to occur.

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1. City of Banning 2010 Urban Water Manamgent Plan, page 59  
2. Caleemod 2016.3.1 current vs future comparison. see appendix D and E  
3. <http://www.calrecycle.ca.gov/SWFacilities/Directory/33-AA-0007/Detail/>

## XVIII. MANDATORY FINDINGS OF SIGNIFICANCE

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

### **a**

The project site is considered highly disturbed, developed, and is devoid of native vegetation. Single family houses have existed on the site and have been removed. The project site does not contain any habitat to support candidate, sensitive, or special-status species and the project site is not within a designated critical habitat of any species. No drainage features, ponded areas, or riparian habitat exist on the project site. Likewise, no rare or endangered species have been found to inhabit the site. There are no structures of a historical nature, and no archaeological or paleontological resources are known to exist on site. Therefore, the project does not have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory, and no impacts related to these topics would occur with project implementation.

### **b**

The project is not considered growth inducing and will not alter planned development patterns in the region. Also, no expansion of supporting infrastructure would be required to accommodate the proposed project. Therefore, no impacts related to this project are individually limited, but cumulatively considerable.

### **c**

The areas of potential significant impact are V. Geology and Soils; IX Water Quality and XVII Utilities.

V. Geology and soils are affected by earthquakes and liquefaction. The site is not within an Alquist-Priolo Fault Zone or within 1/2 mile of any other fault zone. Liquefaction in the proposed project site is listed as moderate in the City of Banning General Plan. The water table is not within 50 feet of the ground surface. All construction will be completed using the most up-to-date research available to consultants, engineers and the City to mitigate any risk to less than significant.

c (continued)

IX Water Quality has the potential to be affected by industrial activity. Waste-discharge requirements for discharges to stormwater for construction activities and industrial are set by the State Water Resources Control Board. During construction the project site will operate with a construction Storm Water Pollution Prevention Plan (SWPPP). During operations the business will obtain an Industrial SWPPP. These SWPPPs have incorporated within them Best Management Practices to minimize potential pollutants in stormwater discharges.

XVII Utilities has the same potential as Water Quality and the discussion is the same.

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## References

Page	Ref. #	Appendix	Source
12	1		City of Banning Municipal Code Chapter 17.12 (Commercial and Industrial Districts), Section 17.12.030 (Development Standards)
12	2		<a href="http://www.dot.ca.gov/hq/LandArch/16_livability/scenic_highways/">http://www.dot.ca.gov/hq/LandArch/16_livability/scenic_highways/</a>
12	3		City of Banning Municipal Code Chapter 17.12 (Commercial and Industrial Districts), Section 17.12.170 (Lighting)
13	1		<a href="ftp://ftp.consrv.ca.gov/pub/dlrp/FMMP/pdf/2016/riv16_w.pdf">ftp://ftp.consrv.ca.gov/pub/dlrp/FMMP/pdf/2016/riv16_w.pdf</a> Farmland 2016 Sheet 1 of 3
13	2		<a href="http://www.conservation.ca.gov/dlrp/lca">http://www.conservation.ca.gov/dlrp/lca</a> County FY 2015-2016 Sheet 1 of 3
14	1	A	see appendix A for LST worksheets obtained from SCAQMD at <a href="http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/localized-significance-thresholds">http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/localized-significance-thresholds</a>
14	2	B	see appendix B for construction summary sheet from Caleemod 2016.3.3
14	3	C	see appendix C for wind rose obtained from Iowa state University Web site at <a href="http://mesonet.agron.iastate.edu/sites/site.php?station=BUO&amp;network=CA_ASOS">http://mesonet.agron.iastate.edu/sites/site.php?station=BUO&amp;network=CA_ASOS</a>
15	1	D-E	see appendix D for Current Operational summary sheet and appendix E for Future Operational Summary Sheet from Caleemod 2016.3.3
15	2	C	see appendix C for wind rose obtained from Iowa state University Web site at <a href="http://mesonet.agron.iastate.edu/sites/site.php?station=BUO&amp;network=CA_ASOS">http://mesonet.agron.iastate.edu/sites/site.php?station=BUO&amp;network=CA_ASOS</a>
15	3	A	see appendix A for LST worksheets obtained from SCAQMD at <a href="http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/localized-significance-thresholds">http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/localized-significance-thresholds</a>
16	1		City of Banning General Plan Chapter IV Exhibit IV-3, IV-4 and IV-5
16	2		City of Banning General Plan Chapter IV, Biologic Resources Element
16	3		<a href="https://www.fws.gov/wetlands/Data/Web-Map-Services.html">https://www.fws.gov/wetlands/Data/Web-Map-Services.html</a> , accessed September 9, 2017
16	4		<a href="https://watersgeo.epa.gov/watershedreport/?comid=22591669">https://watersgeo.epa.gov/watershedreport/?comid=22591669</a>
16	5		City of Banning General Plan Chapter IV Exhibit IV-2
17	1		City of Banning Municipal Code Chapter 17.32 Landscaping Standards
17	2		Western Riverside County Multiple Species Habitat Conservation Plan Section 3.2; <a href="http://rctlma.org/Portals/0/mshcp/volume1/sec3.html#3.2">http://rctlma.org/Portals/0/mshcp/volume1/sec3.html#3.2</a>
18	1		<a href="http://ohp.parks.ca.gov/ListedResources/?view=county&amp;criteria=33">http://ohp.parks.ca.gov/ListedResources/?view=county&amp;criteria=33</a>
18	2		City of Banning General Plan Chapter IV Exhibit IV-6
20	1		City of Banning General Plan Section V page 20
20	2		City of Banning General Plan Exhibit V-3
21	1		City of Banning General Plan Chapter V Page V-16



Page	Ref. #	Appendix	Source
21	2		City of Banning General Plan Chapter V Exhibit V-4
21	3		City of Banning General Plan Chapter V Exhibit V-2
21	4		City of Banning Municipal Code Chapters 15 and 17
21	5		City of Banning General Plan Chapter V Exhibit V-4
22	1		Soil Survey Staff, Natural Resources Conservation Service, United States Department of Agriculture. Web Soil Survey. Available online at <a href="https://websoilsurvey.sc.egov.usda.gov/">https://websoilsurvey.sc.egov.usda.gov/</a> . Accessed 09/13/2017.
23	1	B	see appendix B for construction summary sheets and appendix D for the current operational summary sheets and appendix E for the future operational summary sheets from Caleemod 2016.3.3 and appendix A for the LST worksheets obtained from SCAQMD at <a href="http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/localized-significance-thresholds">http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/localized-significance-thresholds</a>
24	1		The Riverside County Department of Environmental Health is the Certified Unified Program Agency (CUPA) for Riverside County; the Certified Unified Program coordinates and makes consistent enforcement of several state and federal regulations governing hazardous materials.
25	1		The Riverside County Department of Environmental Health is the Certified Unified Program Agency (CUPA) for Riverside County; the Certified Unified Program coordinates and makes consistent enforcement of several state and federal regulations governing hazardous materials.
25	2		City of Banning, Rancho San Geronio Specific Plan Figure-6
25	3		A recognized environmental condition is the presence or likely presence of hazardous materials or petroleum products under conditions indicating an existing or past release or a material threat of a release into structures or soil or groundwater or surface water, even under conditions in compliance with laws.
25	4		<a href="http://geotracker.waterboards.ca.gov/map/?CMD=runreport&amp;myaddress=1879+west+lincoln+street+banning%2C+ca">http://geotracker.waterboards.ca.gov/map/?CMD=runreport&amp;myaddress=1879+west+lincoln+street+banning%2C+ca</a> Accessed on 09/13/2017
25	5		Riverside County Land Use Commission, Banning Municipal Airport, Map BN-1 <a href="http://www.rcaluc.org/Portals/0/06-%20Vol.%201%20Banning%20Municipal.pdf?ver=2016-09-19-114352-640">http://www.rcaluc.org/Portals/0/06-%20Vol.%201%20Banning%20Municipal.pdf?ver=2016-09-19-114352-640</a>
26	1		Code of Federal Regulations Title 14 Section 91.119
26	2		<a href="http://www.fire.ca.gov/fire_prevention/fhsz_maps/FHSZ/riverside/Banning.pdf">http://www.fire.ca.gov/fire_prevention/fhsz_maps/FHSZ/riverside/Banning.pdf</a> , accessed 9/12/2017
27	1		Construction General Permit order 2009-00009-DWQ; <a href="https://www.waterboards.ca.gov/water_issues/programs/stormwater/construction.shtml#construction">https://www.waterboards.ca.gov/water_issues/programs/stormwater/construction.shtml#construction</a>
28	1		Industrial General Permit order 2014-0057-DWQ; <a href="https://www.waterboards.ca.gov/water_issues/programs/stormwater/igp_20140057dwq.shtml">https://www.waterboards.ca.gov/water_issues/programs/stormwater/igp_20140057dwq.shtml</a>
28	2		City of Banning Water Department 3/2006 as shown on the Environmental Information Form; <a href="http://ci.banning.ca.us/documentcenter/view/3951">http://ci.banning.ca.us/documentcenter/view/3951</a>
28	3	F	Time related maps accessed on 09/13/2017 <a href="https://gis.ncdc.noaa.gov/maps/ncei/cdo/daily">https://gis.ncdc.noaa.gov/maps/ncei/cdo/daily</a> , see appendix F
28	4	G	Two 30" concrete pipes at 2% slope with a Manning N of .011 flow 68.554 cfs each, see appendix G
28	5	H	FEMA, Flood Insurance Rate Map, Map number 06065C0817G August 28, 2008
30	1		Surrounding land use maps, pages 6-8 of this document
30	2		Western Riverside County Multiple Species Habitat Conservation Plan; <a href="http://rctlma.org/Portals/0/mshcp/volume1/sec3.html">http://rctlma.org/Portals/0/mshcp/volume1/sec3.html</a>

Page	Ref. #	Appendix	Source
31	1		City of Banning General Plan Chapter IV Exhibit IV-8
31	2		Office of Mine Reclamation's Mines Online <a href="http://maps.conservation.ca.gov/mol/index.html">http://maps.conservation.ca.gov/mol/index.html</a> , accessed 9/13/2017
32	1		City of Banning 2011 Engineering and Traffic Surveys; Table 3
33	1		City of Banning 2011 Engineering and Traffic Surveys; Table 3
33	2		Riverside County Airport Land Use Commission, Banning Municipal Airport, Map-BN-3 <a href="http://www.rcaluc.org/Portals/0/06-%20Vol.%201%20Banning%20Municipal.pdf?ver=2016-09-19-114352-640">http://www.rcaluc.org/Portals/0/06-%20Vol.%201%20Banning%20Municipal.pdf?ver=2016-09-19-114352-640</a>
37	1		City of Banning 2011 Engineering and Traffic Surveys; Table 3
37	2		<a href="http://www.rcaluc.org/Portals/0/06-%20Vol.%201%20Banning%20Municipal.pdf?ver=2016-09-19-114352-640">http://www.rcaluc.org/Portals/0/06-%20Vol.%201%20Banning%20Municipal.pdf?ver=2016-09-19-114352-640</a>
39	1		Construction General Permit order 2009-00009-DWQ; <a href="https://www.waterboards.ca.gov/water_issues/programs/stormwater/construction.shtml#construction">https://www.waterboards.ca.gov/water_issues/programs/stormwater/construction.shtml#construction</a>
39	2		Industrial General Permit order 2014-0057-DWQ; <a href="https://www.waterboards.ca.gov/water_issues/programs/stormwater/igp_20140057dwq.shtml">https://www.waterboards.ca.gov/water_issues/programs/stormwater/igp_20140057dwq.shtml</a>
40	1		City of Banning Water Department 3/2006 as shown on the Environmental Information Form; <a href="http://ci.banning.ca.us/documentcenter/view/3951">http://ci.banning.ca.us/documentcenter/view/3951</a>
40	2		City of Banning 2010 Urban Water Management Plan Tables 4-1 and 4-2
40	3		Rancho San Geronio Specific Plan Draft EIR, June 2016; §5.16.1.4
40	4		Construction General Permit order 2009-00009-DWQ; <a href="https://www.waterboards.ca.gov/water_issues/programs/stormwater/construction.shtml#construction">https://www.waterboards.ca.gov/water_issues/programs/stormwater/construction.shtml#construction</a>
40	5		City of Banning 2010 Urban Water Management Plan Table 2-1
40	6	F	Time related maps accessed on 09/13/2017 <a href="https://gis.ncdc.noaa.gov/maps/ncei/cdo/daily">https://gis.ncdc.noaa.gov/maps/ncei/cdo/daily</a> , see appendix F
40	7	G	Two 30" concrete pipes at 2% slope with a Manning N of .011 flow 68.554 cfs each, see appendix G
40	8		City of Banning Water Department 3/2006 as shown on the Environmental Information Form; <a href="http://ci.banning.ca.us/documentcenter/view/3951">http://ci.banning.ca.us/documentcenter/view/3951</a>
40	9		City of Banning 2010 Urban Water Management Plan Tables 4-1 and 4-2
40	10		City of Banning 2010 Urban Water Management Plan Table 5-9
41	1		City of Banning 2010 Urban Water Managment Plan, page 59
41	2	D-E	see appendix D for Current Operational summary sheet and appendix E for Future Operational Summary Sheet from Calemod 2016.3.3
41	3		<a href="http://www.calrecycle.ca.gov/SWFacilities/Directory/33-AA-0007/Detail/">http://www.calrecycle.ca.gov/SWFacilities/Directory/33-AA-0007/Detail/</a>

**Summary of Five Acre Site Example Results By Phase**

<b>Total On-Site</b>	<b>CO</b>	<b>NO<sub>x</sub></b>	<b>PM<sub>10</sub></b>	<b>PM<sub>2.5</sub></b>
Demolition	0.0	0.0	0.0	0.0
Site Preparation	24.0	44.4	8.6	4.1
Grading	32.4	68.4	7.2	4.2
Building	21.3	46.2	2.8	2.6
Arch Coating and Paving	17.7	34.3	2.4	2.2
Localized Significance Threshold*	31903	698	405	189
Exceed Significance?	NO	NO	NO	NO

\* For illustration purposes only, this analysis is based on the most stringent LSTs. Please consult App. C of the Methodology Paper for applicable LSTs.

## Appendix B

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### Lawrence Equipment - Riverside-South Coast County, Summary Report

#### Lawrence Equipment Riverside-South Coast, Summary Report

## 1.0 Project Characteristics

### 1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Manufacturing	150.59	1000sqft	3.46	150,590.00	0
Other Asphalt Surfaces	76.38	1000sqft	1.75	76,379.00	0
Other Non-Asphalt Surfaces	40.15	1000sqft	0.92	40,150.00	0
Parking Lot	57.69	1000sqft	1.32	57,685.00	0

### 1.2 Other Project Characteristics

Urbanization	Rural	Wind Speed (m/s)	2.4	Precipitation Freq (Days)	28
Climate Zone	10			Operational Year	2019
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	702.44	CH4 Intensity (lb/MWhr)	0.029	N2O Intensity (lb/MWhr)	0.006

### 1.3 User Entered Comments

Only CalEEMod defaults were used.



## Appendix B

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### Lawrence Equipment - Riverside-South Coast County, Summary Report

Project Characteristics -

Land Use - rounding

Construction Phase - only concrete pads of houses to demolish

Off-road Equipment - no

Off-road Equipment - No construction

Off-road Equipment - only concrete pads of houses to demolish

Off-road Equipment - No construction

Off-road Equipment - no

Off-road Equipment - Customer Input

Trips and VMT - Customer Input

On-road Fugitive Dust - estimates

Demolition -

Grading -

Architectural Coating - no construction

Vehicle Trips - Construction Only

Area Coating - construction only

Energy Use - construction only

Water And Wastewater - construction only

Solid Waste - construction only

Construction Off-road Equipment Mitigation -

Area Mitigation -

Energy Mitigation -

Road Dust - construction calcs only

Consumer Products - construction calcs only

Landscape Equipment - construction calcs only

Waste Mitigation - Comply with waste diversion goal of 75% per AB341

Water Mitigation -

## Appendix B

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### Lawrence Equipment - Riverside-South Coast County, Summary Report

## 2.0 Peak Daily Emissions

### Peak Daily Construction Emissions

#### Peak Daily Construction Emissions

		Unmitigated						Mitigated					
		ROG	NOX	CO	SO2	PM10	PM2.5	ROG	NOX	CO	SO2	PM10	PM2.5
Year	Phase	lb/day											
2017	Demolition	2.2941 S	21.8155 W	12.8369 S	0.0229 S	2.4387 W	1.2910 W	2.2941 S	21.8155 W	12.8369 S	0.0229 S	1.7874 W	1.2042 W
2017	Site Preparation	2.0177 S	19.7121 W	10.7560 S	0.0181 S	8.1534 W	4.4835 W	2.0177 S	19.7121 W	10.7560 S	0.0181 S	4.0032 W	2.4166 W
2017	Grading	3.2090 W	34.5782 W	18.2782 S	0.0337 S	18.4713 W	6.0708 W	3.2090 W	34.5782 W	18.2782 S	0.0337 S	8.1253 W	3.3815 W
2018	Grading	2.8974 W	31.3008 W	17.6121 S	0.0336 S	12.5897 W	5.2905 W	2.8974 W	31.3008 W	17.6121 S	0.0336 S	5.8691 W	2.9637 W
2018	Building Construction	3.9112 W	30.9205 W	27.7123 S	0.0639 S	4.0099 W	2.1355 W	3.9112 W	30.9205 W	27.7123 S	0.0639 S	4.0099 W	2.1355 W
2018	Paving	2.1594 S	17.6676 W	15.7763 S	0.0254 S	1.6212 S	0.9855 W	2.1594 S	17.6676 W	15.7763 S	0.0254 S	1.3413 W	0.9575 W
2019	Paving	1.9606 S	15.3773 W	15.5458 S	0.0253 S	3.5268 S	1.0703 W	1.9606 S	15.3773 W	15.5458 S	0.0253 S	1.9407 W	0.9116 W
2019	Architectural Coating	0.4511 S	1.9591 W	3.4133 S	7.1000e-003 S	0.5376 S	0.2388 S	0.4511 S	1.9591 W	3.4133 S	7.1000e-003 S	0.5376 S	0.2388 S
	Peak Daily Total	3.9112 W	34.5782 W	27.7123 S	0.0639 S	18.4713 W	6.0708 W	3.9112 W	34.5782 W	27.7123 S	0.0639 S	8.1253 W	3.3815 W
	Air District Threshold	75	100	550	150	150	55						
	Exceed Significance?	no	no	no	no	no	no						

### 3.0 Annual GHG Emissions

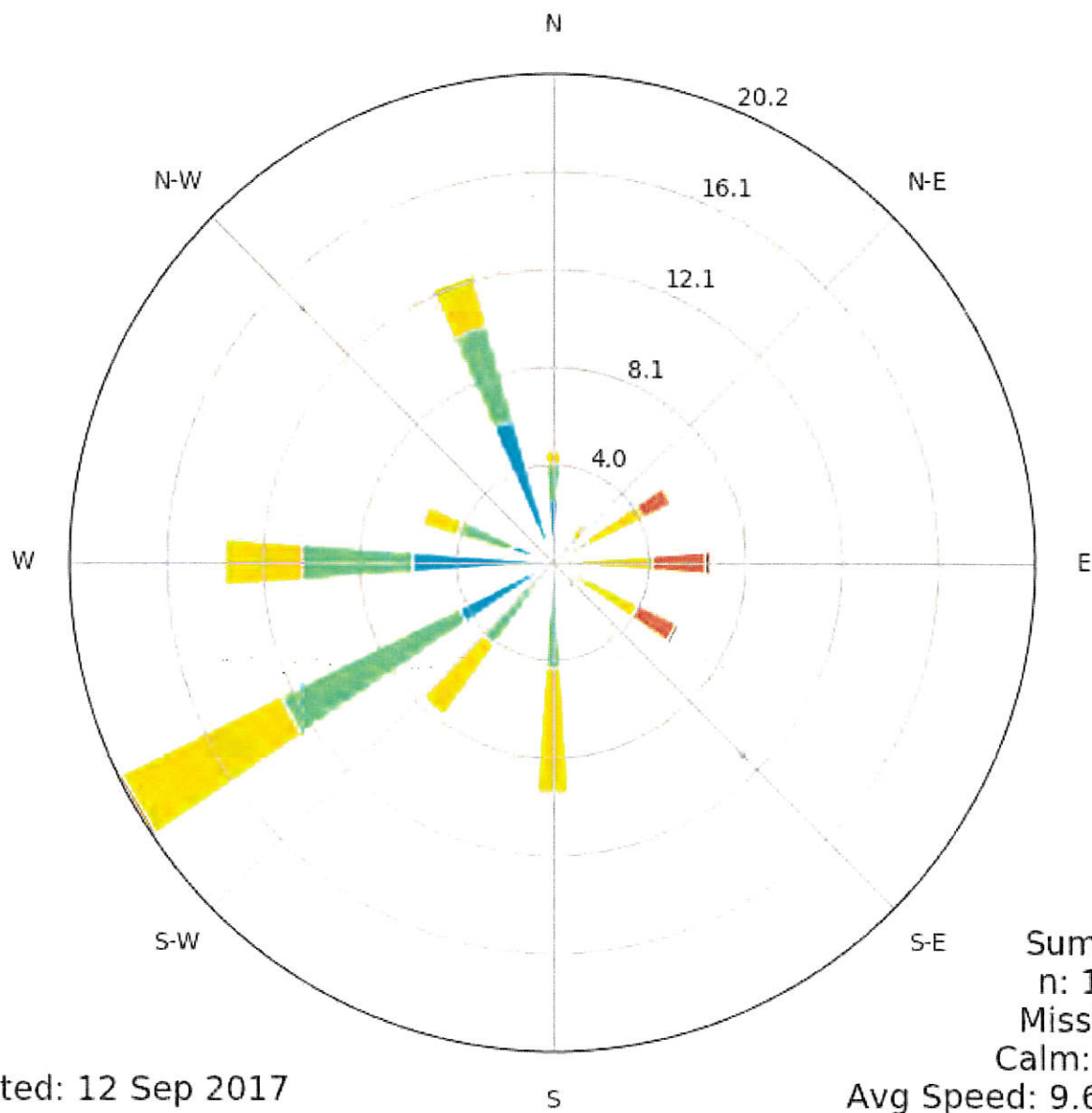
#### Annual GHG

#### Annual GHG

		Unmitigated				Mitigated			
		CO2	CH4	N2O	CO2e	CO2	CH4	N2O	CO2e
GHG Activity	Year	MT/yr							
Construction	2017	22.7169	5.8513e-003	0.0000	22.8632	22.7169	5.8513e-003	0.0000	22.8632
Construction	2018	687.1960	0.0982	0.0000	689.6506	687.1957	0.0982	0.0000	689.6503
Construction	2019	9.3723	1.2882e-003	0.0000	9.4045	9.3723	1.2882e-003	0.0000	9.4045
Operational	2019	967.3908	3.4070	0.0372	1,063.6519	919.7396	1.5859	0.0337	969.4414
	Total								
	Significance Threshold				10,000				
	Exceed Significance?				no				



[BUO] BEAUMONT  
Windrose Plot [All Year]  
Period of Record: 01 Sep 1997 - 01 Sep 2001



Generated: 12 Sep 2017



## Appendix D

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### Lawrence Equipment - Riverside-South Coast County, Summary Report

#### Lawrence Equipment Riverside-South Coast, Summary Report

## 1.0 Project Characteristics

### 1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Manufacturing	45.15	1000sqft	1.04	45,150.00	0
Manufacturing	14.85	1000sqft	0.34	14,850.00	0
Manufacturing	45.29	1000sqft	1.04	45,290.00	0
Unrefrigerated Warehouse-No Rail	19.94	1000sqft	0.46	19,940.00	0
Other Asphalt Surfaces	178.97	1000sqft	4.11	178,971.00	0
Other Non-Asphalt Surfaces	72.26	1000sqft	1.66	72,256.00	0
Parking Lot	75.88	1000sqft	1.74	75,884.00	0
Unrefrigerated Warehouse-No Rail	45.36	1000sqft	1.04	45,360.00	0

### 1.2 Other Project Characteristics

Urbanization	Rural	Wind Speed (m/s)	2.4	Precipitation Freq (Days)	28
Climate Zone	10			Operational Year	2017
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	702.44	CH4 Intensity (lb/MWhr)	0.029	N2O Intensity (lb/MWhr)	0.006

### 1.3 User Entered Comments

Only CalEEMod defaults were used.



## Appendix D

CalEEMod Version: CalEEMod.2016.3.1

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Date: 9/27/2017 9:13 AM

### Lawrence Equipment - Riverside-South Coast County, Summary Report

Project Characteristics - Current Operations

Land Use - Small Specialized retail store and large retail storage warehouse.

Construction Phase - No construction current Operational only

Off-road Equipment - no

Off-road Equipment - No construction

Off-road Equipment - No Construction

Off-road Equipment - No construction

Off-road Equipment - no

Off-road Equipment - No Construction

Trips and VMT - no construction

On-road Fugitive Dust - no construction

Grading - No construction

Architectural Coating - no construction

Vehicle Trips - no commercial customers

Energy Use -

Mobile Land Use Mitigation -

## 2.0 Peak Daily Emissions

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### Peak Daily Construction Emissions

#### Peak Daily Construction Emissions

## Appendix D

CalEEMod Version: CalEEMod.2016.3.1

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Date: 9/27/2017 9:13 AM

### Lawrence Equipment - Riverside-South Coast County, Summary Report

		Unmitigated						Mitigated					
		ROG	NOX	CO	SO2	PM10	PM2.5	ROG	NOX	CO	SO2	PM10	PM2.5
Year	Phase	lb/day											
2015	Demolition	0.0000 S	0.0000 S	0.0000 S	0.0000 S	0.0000 S	0.0000 S	0.0000 S	0.0000 S	0.0000 S	0.0000 S	0.0000 S	0.0000 S
2015	Site Preparation	0.0000 S	0.0000 S	0.0000 S	0.0000 S	0.0000 S	0.0000 S	0.0000 S	0.0000 S	0.0000 S	0.0000 S	0.0000 S	0.0000 S
2015	Grading	0.0000 S	0.0000 S	0.0000 S	0.0000 S	0.0000 S	0.0000 S	0.0000 S	0.0000 S	0.0000 S	0.0000 S	0.0000 S	0.0000 S
2015	Building Construction	0.0000 S	0.0000 S	0.0000 S	0.0000 S	0.0000 S	0.0000 S	0.0000 S	0.0000 S	0.0000 S	0.0000 S	0.0000 S	0.0000 S
2016	Paving	0.0000 S	0.0000 S	0.0000 S	0.0000 S	0.0000 S	0.0000 S	0.0000 S	0.0000 S	0.0000 S	0.0000 S	0.0000 S	0.0000 S
2016	Architectural Coating	0.0000 S	0.0000 S	0.0000 S	0.0000 S	0.0000 S	0.0000 S	0.0000 S	0.0000 S	0.0000 S	0.0000 S	0.0000 S	0.0000 S
	Peak Daily Total	0.0000 S	0.0000 S	0.0000 S	0.0000 S	0.0000 S	0.0000 S	0.0000 S	0.0000 S	0.0000 S	0.0000 S	0.0000 S	0.0000 S
	Air District Threshold												
	Exceed Significance?												

### Peak Daily Operational Emissions

#### Peak Daily Operational Emissions

		Unmitigated						Mitigated					
		ROG	NOX	CO	SO2	PM10	PM2.5	ROG	NOX	CO	SO2	PM10	PM2.5
	Operational Activity	lb/day											
On-Site	Area	3.9567 S	4.9000e-004 S	0.0518 S	0.0000 S	1.9000e-004 S	1.9000e-004 S	3.9567 S	4.9000e-004 S	0.0518 S	0.0000 S	1.9000e-004 S	1.9000e-004 S
On-Site	Energy	0.1053 S	0.9568 S	0.8037 S	5.7400e-003 S	0.0727 S	0.0727 S	0.1053 S	0.9568 S	0.8037 S	5.7400e-003 S	0.0727 S	0.0727 S
Off-Site	Mobile	0.8303 S	5.9105 W	11.6890 S	0.0367 S	1.2728 W	0.4025 W	0.8303 S	5.9105 W	11.6890 S	0.0367 S	1.2728 W	0.4025 W
	Peak Daily Total	4.8923 S	6.8678 W	12.5445 S	0.0424 S	1.3457 W	0.4754 W	4.8923 S	6.8678 W	12.5445 S	0.0424 S	1.3457 W	0.4754 W
	Air District Threshold	55	55	550	150	150	55						
	Exceed Significance?	no	no	no	no	no	no						

### 3.0 Annual GHG Emissions

Appendix D

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Lawrence Equipment - Riverside-South Coast County, Summary Report

Annual GHG

Annual GHG

		Unmitigated				Mitigated			
		CO2	CH4	N2O	CO2e	CO2	CH4	N2O	CO2e
GHG Activity	Year	MT/yr							
Construction	2015	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Construction	2016	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Operational	2017	1,310.4550	3.6415	0.0388	1,413.0568	1,310.4550	3.6415	0.0388	1,413.0568
	Total								
	Significance Threshold				10,000				
	Exceed Significance?				no				

## Appendix E

CalEEMod Version: CalEEMod.2016.3.1

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### Lawrence Equipment - Riverside-South Coast County, Summary Report

#### Lawrence Equipment Riverside-South Coast, Summary Report

## 1.0 Project Characteristics

### 1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Manufacturing	45.15	1000sqft	1.04	45,150.00	0
Manufacturing	14.85	1000sqft	0.34	14,850.00	0
Manufacturing	45.29	1000sqft	1.04	45,290.00	0
Unrefrigerated Warehouse-No Rail	19.94	1000sqft	0.46	19,940.00	0
Unrefrigerated Warehouse-No Rail	45.36	1000sqft	1.04	45,360.00	0
Other Asphalt Surfaces	294.22	1000sqft	6.75	294,218.00	0
Other Non-Asphalt Surfaces	61.05	1000sqft	1.40	61,051.00	0
Parking Lot	137.00	1000sqft	3.14	136,995.00	0
Manufacturing	150.59	1000sqft	3.46	150,590.00	0

### 1.2 Other Project Characteristics

Urbanization	Rural	Wind Speed (m/s)	2.4	Precipitation Freq (Days)	28
Climate Zone	10			Operational Year	2017
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	702.44	CH4 Intensity (lb/MWhr)	0.029	N2O Intensity (lb/MWhr)	0.006

### 1.3 User Entered Comments

Only CalEEMod defaults were used.

## Appendix E

CalEEMod Version: CalEEMod.2016.3.1

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### Lawrence Equipment - Riverside-South Coast County, Summary Report

Project Characteristics - Current Operations

Land Use - Small Specialized retail store and large retail storage warehouse.

Construction Phase - No construction current Operational only

Off-road Equipment - no

Off-road Equipment - No construction

Off-road Equipment - No Construction

Off-road Equipment - No construction

Off-road Equipment - no

Off-road Equipment - No Construction

Trips and VMT - no construction

On-road Fugitive Dust - no construction

Grading - No construction

Architectural Coating - no construction

Vehicle Trips - no commercial customers

Energy Use -

Mobile Land Use Mitigation -

## 2.0 Peak Daily Emissions

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### Peak Daily Construction Emissions

#### Peak Daily Construction Emissions



## Appendix E

CalEEMod Version: CalEEMod.2016.3.1

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Date: 9/27/2017 4:03 PM

### Lawrence Equipment - Riverside-South Coast County, Summary Report

		Unmitigated						Mitigated					
		ROG	NOX	CO	SO2	PM10	PM2.5	ROG	NOX	CO	SO2	PM10	PM2.5
Year	Phase	lb/day											
2015	Demolition	0.0000 S	0.0000 S	0.0000 S	0.0000 S	0.0000 S	0.0000 S	0.0000 S	0.0000 S	0.0000 S	0.0000 S	0.0000 S	0.0000 S
2015	Site Preparation	0.0000 S	0.0000 S	0.0000 S	0.0000 S	0.0000 S	0.0000 S	0.0000 S	0.0000 S	0.0000 S	0.0000 S	0.0000 S	0.0000 S
2015	Grading	0.0000 S	0.0000 S	0.0000 S	0.0000 S	0.0000 S	0.0000 S	0.0000 S	0.0000 S	0.0000 S	0.0000 S	0.0000 S	0.0000 S
2015	Building Construction	0.0000 S	0.0000 S	0.0000 S	0.0000 S	0.0000 S	0.0000 S	0.0000 S	0.0000 S	0.0000 S	0.0000 S	0.0000 S	0.0000 S
2016	Paving	0.0000 S	0.0000 S	0.0000 S	0.0000 S	0.0000 S	0.0000 S	0.0000 S	0.0000 S	0.0000 S	0.0000 S	0.0000 S	0.0000 S
2016	Architectural Coating	0.0000 S	0.0000 S	0.0000 S	0.0000 S	0.0000 S	0.0000 S	0.0000 S	0.0000 S	0.0000 S	0.0000 S	0.0000 S	0.0000 S
	Peak Daily Total	0.0000 S	0.0000 S	0.0000 S	0.0000 S	0.0000 S	0.0000 S	0.0000 S	0.0000 S	0.0000 S	0.0000 S	0.0000 S	0.0000 S
	Air District Threshold												
	Exceed Significance?												

### Peak Daily Operational Emissions

#### Peak Daily Operational Emissions

Operational Activity	Unmitigated						Mitigated					
	ROG	NOX	CO	SO2	PM10	PM2.5	ROG	NOX	CO	SO2	PM10	PM2.5
lb/day												
On-Site Area	7.3951 S	8.0000e-004 S	0.0846 S	1.0000e-005 S	3.1000e-004 S	3.1000e-004 S	7.3951 S	8.0000e-004 S	0.0846 S	1.0000e-005 S	3.1000e-004 S	3.1000e-004 S
On-Site Energy	0.2501 S	2.2738 S	1.9100 S	0.0136 S	0.1728 S	0.1728 S	0.2501 S	2.2738 S	1.9100 S	0.0136 S	0.1728 S	0.1728 S
Off-Site Mobile	1.5727 S	11.6363 W	23.9475 S	0.0758 S	2.0791 W	0.6981 W	1.5727 S	11.6363 W	23.9475 S	0.0758 S	2.0791 W	0.6981 W
Peak Daily Total	9.2179 S	13.9109 W	25.9421 S	0.0894 S	2.2522 W	0.8712 W	9.2179 S	13.9109 W	25.9421 S	0.0894 S	2.2522 W	0.8712 W
Air District Threshold	55	55	550	150	150	55						
Exceed Significance?	no	no	no	no	no	no						

### 3.0 Annual GHG Emissions

Appendix E

CalEEMod Version: CalEEMod.2016.3.1

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Lawrence Equipment - Riverside-South Coast County, Summary Report

Annual GHG

Annual GHG

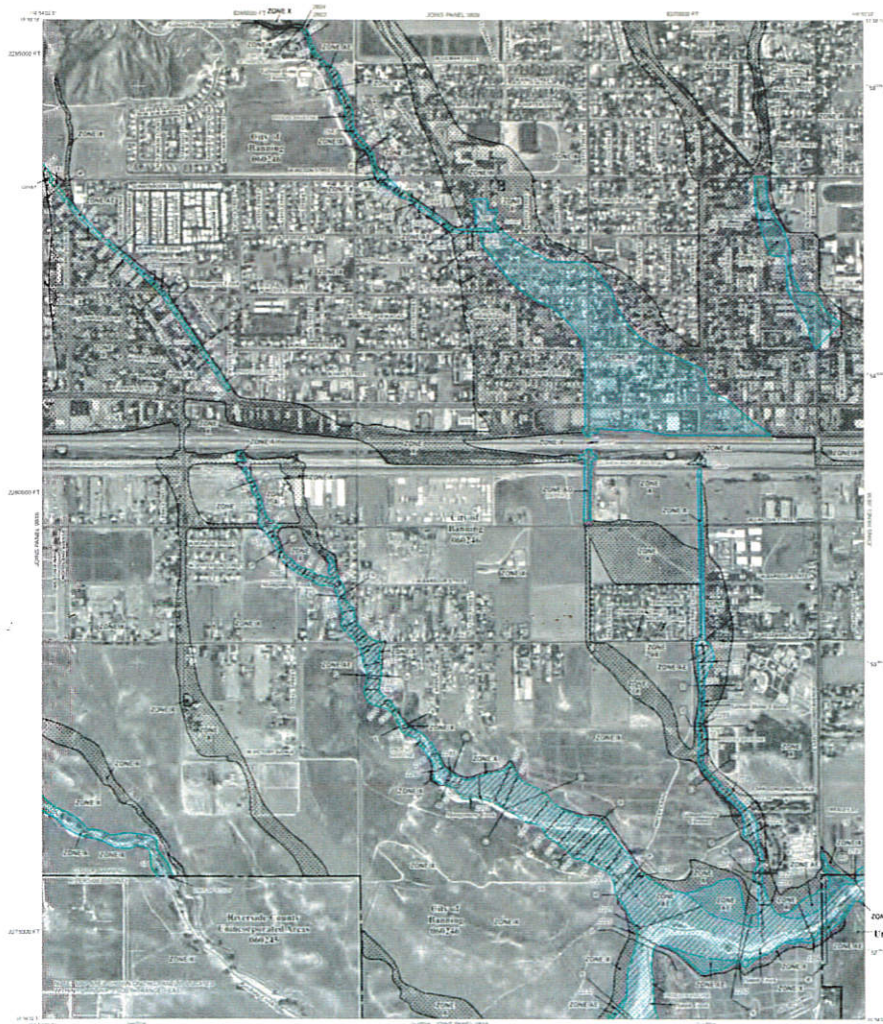
		Unmitigated				Mitigated			
		CO2	CH4	N2O	CO2e	CO2	CH4	N2O	CO2e
GHG Activity	Year	MT/yr							
Construction	2015	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Construction	2016	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Operational	2017	2,795.5433	7.0727	0.0760	2,995.0137	2,795.5433	7.0727	0.0760	2,995.0137
	Total								
	Significance Threshold				10,000				
	Exceed Significance?				no				

## APPENDIX F

Pipe Flow Version 5.1 ([www.keingers.com](http://www.keingers.com))

Pipe Flow Results  
10/9/17, 9:29:55 AM

Diameter: 30 in  
Manning N: 0.011  
Slope: 2%  
Flow: 68.554 cfs  
Velocity: 13.966 ft/s

[illegible][illegible]

<b>NATIONAL FLOOD INSURANCE PROGRAM</b>	<b>Panel 08170</b>	
	<b>FIRM</b>	
	<b>FLOOD INSURANCE RATE MAP</b>	
	<b>RIVERSIDE COUNTY, CALIFORNIA</b>	
	<b>AND UNINCORPORATED AREAS</b>	
	<b>Panel 017 OF 3805</b>	
	<b>Map Number 0665C08170</b>	
	<b>ADDRESS</b>	<b>INSURER</b>
	<b>ADDITIONAL ADDRESS</b>	<b>DATE</b>
	<b>ADDITIONAL ADDRESS</b>	<b>EFFECTIVE DATE</b>

**Mitigation Monitoring and Reporting Program**  
for  
**Lawrence Equipment**

Prepared for

City of Banning  
99 E. Ramsey Street  
Banning, CA 92220

Contact: Sonia Pierce, Senior Planner

(951) 922-3152

**January 2019**



**GPA 18-2501, ZC 18-3501, DR 18-7001**  
**Mitigation, Monitoring and Reporting Program (MMRP)**  
**January 2019**

Mitigation Measures	Timing	Verification		
		Department	Signature	Date
<b>Aesthetics</b>				
<b>Mitigation Measure AES-1</b> The final photometric plan Installation of lighting within the parking area and building entries shall be designed in a manner to control spillage of light from the Project Site, as required by the City of Banning Municipal Code. Attention will be made to assure no spillage of light onto adjacent residential properties to the west and south.	Prior to Issuance of Building Permits	Planning Department		
<b>Cultural Resources</b>				
<b>Mitigation Measure CR-1:</b> Prior to the issuance of grading permits, the developer shall enter into a Native American monitoring agreement with one of the consulting tribes for the project. The Native American Monitor shall be on-site during all initial ground disturbing activities including clearing, grubbing, vegetation removal, grading and trenching. The Native American Monitor shall have the authority to temporarily divert, redirect or halt the ground disturbance activities to allow identification, evaluation, and potential recovery of cultural resources.	Prior to the Issuance of Grading Permits.	Planning Department		
<b>Mitigation Measure CR-2:</b> In the event of discovery of human remains during grading or other ground disturbance, work in the immediate vicinity shall cease and the landowner shall comply with State Health and Safety Code §7050.5 and Public Resources Code §5097.98. In the event human remains are found and identified as Native American, the landowner shall also notify the City	During Grading and Construction	Planning Department		

Mitigation Measure	Timing	Department	Signature	Date
Planning Department so that the City can ensure PRC §5097.98 is followed.				
<p><b>Mitigation Measure CR-3</b> If cultural resources are found during project construction, all ground-disturbing activities within 100 feet of the find shall be halted. A Registered Professional Archaeologist shall prepare a Cultural Resources Management Plan in consultation with the consulting tribes and the City Planning Department to include relinquishment of all artifacts through one of the following methods:</p> <ul style="list-style-type: none"> <li>• A fully executed reburial agreement with the appropriate culturally affiliated Native American tribe or band. This reburial area should be away from any future impacts. Reburial shall not occur until all cataloging, analysis and any necessary special studies have been completed on the cultural resources. Details of contents and location of the reburial shall be documented in a Final Report.</li> <li>• Curation at a Riverside County Curation facility that meets federal standards per 36 CFR Part 79 and therefore will be professionally curated and made available to other archaeologists/researchers and tribal members for further study. The collection and associated records shall be transferred, including title, and are to be accompanied by payment of the fees necessary for permanent curation. Evidence shall be provided in the form of a letter from the curation facility identifying that archaeological materials have been received and that all fees have been paid.</li> </ul>	During Grading and Construction	Planning Department		

Mitigation Measure	Timing	Department	Signature	Date
<b>NOISE</b>				
To reduce potential construction noise impacts, the following multi-part mitigation measure shall be implemented for the proposed project:				
<b>Mitigation Measure N-1:</b> The construction contractor shall designate a noise disturbance coordinator who would be responsible for responding to any local complaints about construction noise. The disturbance coordinator would determine the cause of the noise complaints (starting too early, bad muffler, etc.) and establishment reasonable measures necessary to correct the problem. The construction contractor shall visibly post a telephone number for the disturbance coordinator at the construction site.	Prior to the Issuance of Grading Permits	Building & Safety Department; Planning Division		
<b>Mitigation Measure N-2</b> The construction contractor shall ensure that all on-site construction activities, including deliveries and engine warm-up, shall be restricted to the hours of 7:00 a.m. and 6:00 p.m. The contractor shall inform all workers and subcontractors of these restrictions.	During Grading and Construction	Building & Safety Department; Planning Division		
<b>Mitigation Measure N-3:</b> The construction contractor shall ensure that all equipment driven by internal combustion engines shall be equipped with mufflers, which are in good condition and appropriate for the equipment.	During Grading and Construction	Building & Safety Department; Planning Division		

Mitigation Measure	Timing	Department	Signature	Date
<b>Mitigation Measure N-4:</b> The construction contractor shall ensure that unnecessary idling of internal combustion engines (i.e., idling in excess of 5 minutes) is prohibited.	During Grading & Construction	Building & Safety Department; Planning Division		
<b>Mitigation Measure N-5:</b> The construction contractor shall utilize "quiet" models of air compressors and other stationary noise sources where technology exists.	During Grading & Construction	Building & Safety Department; Planning Division		
<b>Mitigation Measure N-6:</b> At all times during project grading and construction, the construction contractor shall ensure that stationary noise-generating equipment shall be located as far as practicable from sensitive receptors and placed so that emitted noise is directed away from the nearest residential land uses.	At All Times	Building & Safety Department; Planning Division		
<b>TRAFFIC</b>				
<b>Mitigation Measure TR-1:</b> Construct ultimate half-section width including landscaping and parkway improvements in conjunction with development, as necessary to the satisfaction of the Department of Public Works.	Prior to the issuance of Building Permits	Department of Public Works		

Mitigation Measure	Timing	Department	Signature	Date
<b>Mitigation Measure TR-2:</b> The Project Proponent shall ensure that final site plans address safe access to the Project Site from Lincoln Street.	Prior to Issuance of Building Permits	Department of Public Works		
<b>Mitigation Measure TR-3:</b> The Project Proponent shall ensure that the access to the Project Site from Lincoln Street has a stopping sight distance of 250 feet or as specified by the Public Works Director of unobstructed line of sight.	Prior to Issuance of Building Permits	Department of Public Works		